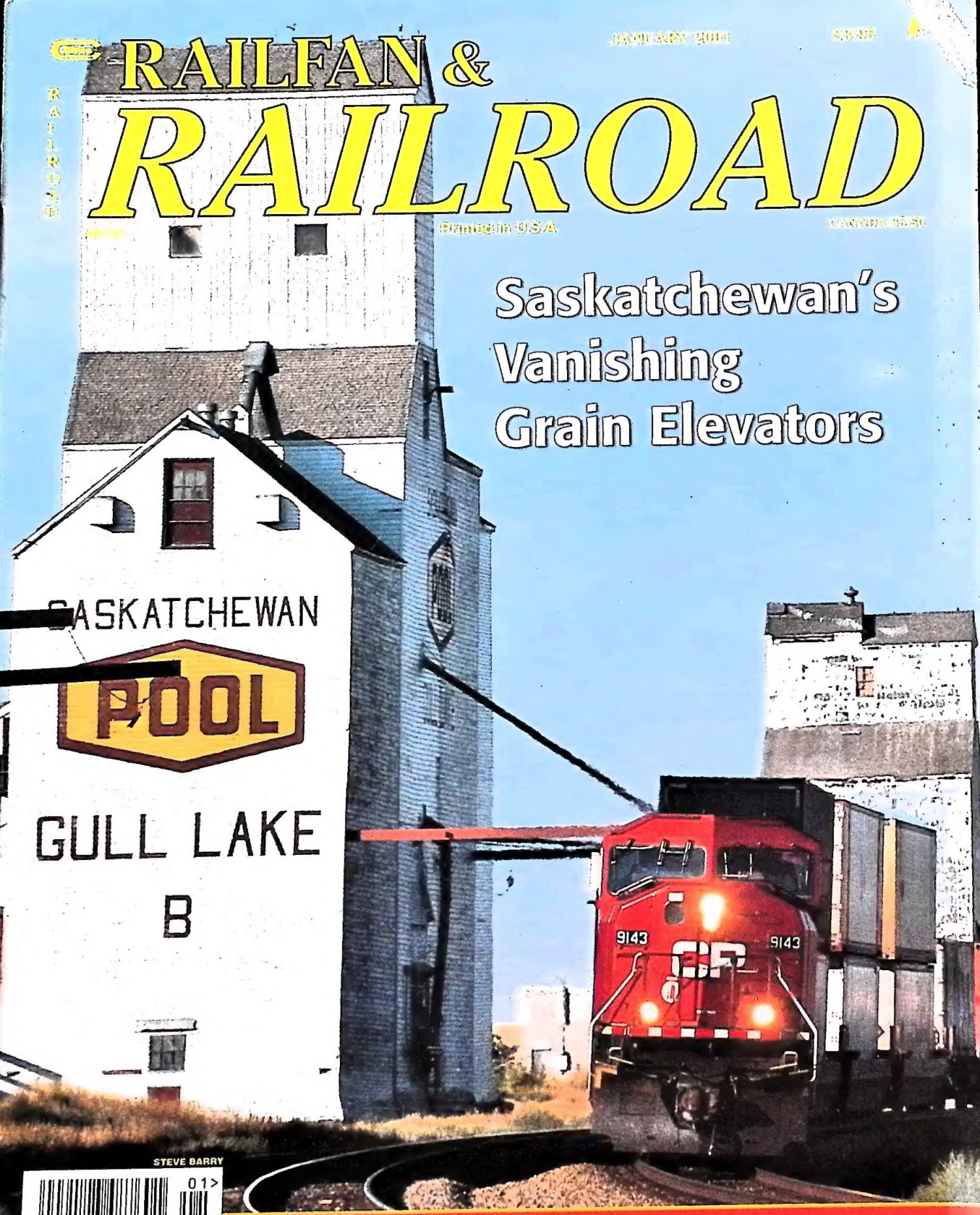
JANUARY 2001

RAILFAN & RAILROAD

Printed in USA

Saskatchewan's Vanishing Grain Elevators



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Also:
Metro-North's Hudson Line

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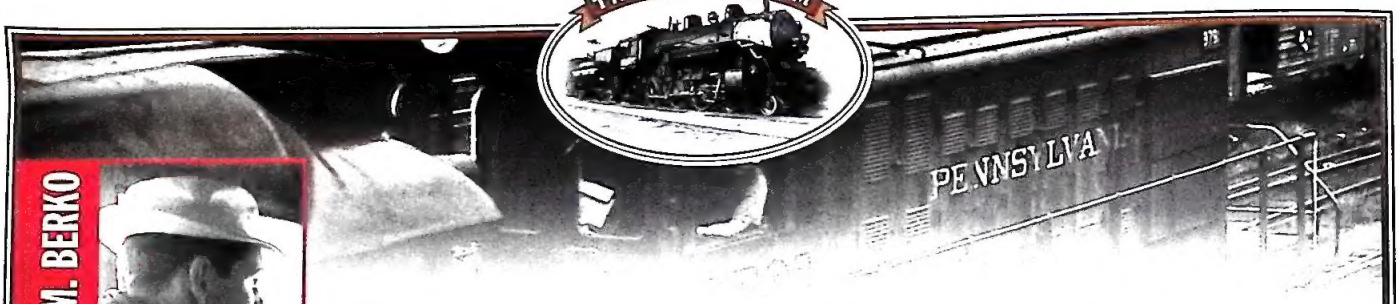

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An avid lifetime railroad photographer, Walter M. Berko began his 30-year railroad career as a leverman for the P.R.R. in 1961. He also held positions including Block Operator, Clerk, Telegrapher & Train Dispatcher. Later, with Penn Central and Amtrak, he worked as a Signal Maintainer, Ass't Foreman, Office Engineer and Supervisor of Communications & Signals. He founded Railroad Video Productions as a hobby in 1982 and retired from Amtrak in 1992.

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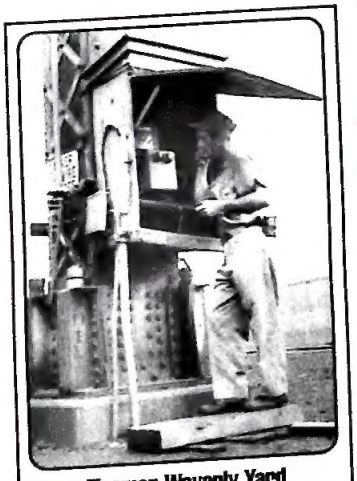
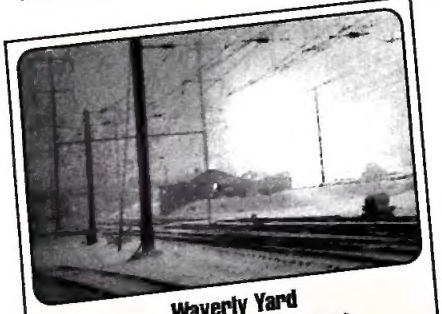


Fireman Waverly Yard
WA-6, Newark, NJ (1965)

Track Gang WA-5 at Waverly Yard, Newark, NJ (1965)

PATH Conductor, Penn Station, Newark, NJ (1965)



Waverly Yard
WA-3, Newark, NJ (1963)

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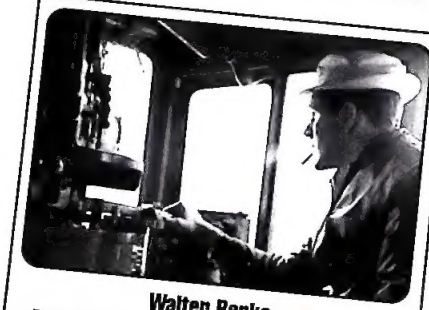

Walter Berko
PRR E-44 Electric Engine #4403 (1963)

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RAILFAN & RAILROAD®

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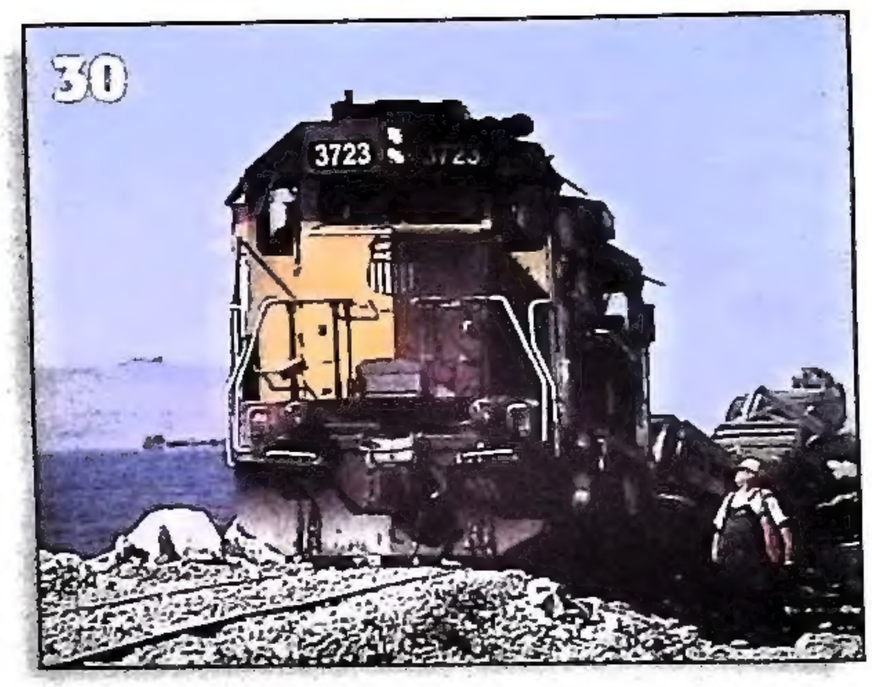

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on the cover

Canadian Pacific SD90MAC 9143 leads an eastbound train past the Saskatchewan Wheat Pool elevator at Gull Lake, Saskatchewan, on September 16, 2000. Steve Barry ventured to western Canada to seek out surviving wooden elevators for the story beginning on page 32. Photo by Steve Barry.

Publisher's Desk

More on Planning Your Railtour

IN ADDITION TO THE GRAND SPECIAL TRAINS such as the *American Orient Express* described last month, there are many travel agencies and organizations specializing in rail trips. Decide where you'd like to go and check their ads in this magazine. These firms do all the hard work for you. You will need a passport if you're going overseas.

Plan your trip up to six months ahead of time. Be ready to pay for the trip in advance. Many tours sell out fast and if you wait, you'll not get the trip you want, if any.

If you're with a tour group you won't have to worry about foreign languages although it is fun to speak with foreigners in their own tongue. Most people in Europe and other countries speak English.

We ran five tours through World Rail Travel Agency, limiting the tours to not more than 25 people, and almost all were railfans or model railroaders. Wives were welcome. You do want to tell your travel agent if you have any medical problems, which can usually be accommodated. On our last trip we had one fellow with a wooden leg and he generally kept up with the best of us. If you think you might require medical emergency care overseas, check into medical insurance which could even provide special air transportation back to the States. Insurance will assure getting your money back if it should be necessary to cancel your travel plans.

The basic cost was about $3000 per person on our trips to Europe or the British Isles which included round trip air fare on major airlines, all rail transportation, charter buses where required, hotels and all breakfasts and some lunches and dinners. We did have to buy our liquor, souvenirs and personal items, and film.

Its a good idea to buy your favorite film at home before you leave. Be sure you buy enough because you'll be shooting more than you expect. Bring fresh batteries and if you use a video camera, don't forget your battery charger. Bring an extra video battery or two. These never last as long as the manufacturer claims and you don't want to run out while visiting a rail yard!

Bring enough money to last the trip. Travelers' checks are still a secure way to have money but banks may charge a surcharge if you don't have the one that the local bank uses. Credit cards such as American Express, Visa and Master Card are accepted almost everywhere. Credit cards may charge a bit extra for purchases made overseas but they automatically convert pounds, francs, marks, rubles and other currencies into good old American or Canadian dollars.

Our hotels in Europe were not the Ritz Carlton type but they were generally clean with private toilets. One of our favorites was The Royal Goat, a few miles out of Festiniog in Wales. The rooms were comfortable, the food and service was fine and our group made good use of the bar. In most places we could keep up with home by watching CNN on the telly.

While our tours were primarily rail tours, there was ample free time to visit museums, old churches and cathedrals and other scenic points. We've kissed the Blarney Stone, visited distilleries and ancient castles and seen plays and concerts at night.

Companies specializing in rail travel have the ability to arrange visits to engine terminals and railway preservation museums. We've ridden behind immaculate 100-year-old steam locos, visited a number of engine terminals (it was a thrill to be recognized at the Festiniog's engine terminal by one of the guys in the engine house!).

Occasionally things go awry despite the best planning. A week before our Canada-Alaska trip, Canadian fishermen blockaded the Alaskan ferry and the governor of Alaska canceled sailings for the rest of the season. What to do? We chartered three Otters, two of them float planes, and flew from Port Rupert to Skagway. The flight was spectacular and we had an extra day in Skagway giving us a chance to charter a plane over Glacier National Park and visit the White Pass & Yukon shops.

On the Isle of Man, we arranged a trip on the two-foot Groudle Glen Railway, requiring a walk through muddy paths during heavy rain but it was worth the experience. Always bring a raincoat on your travels.

RAILFAN & RAILROAD

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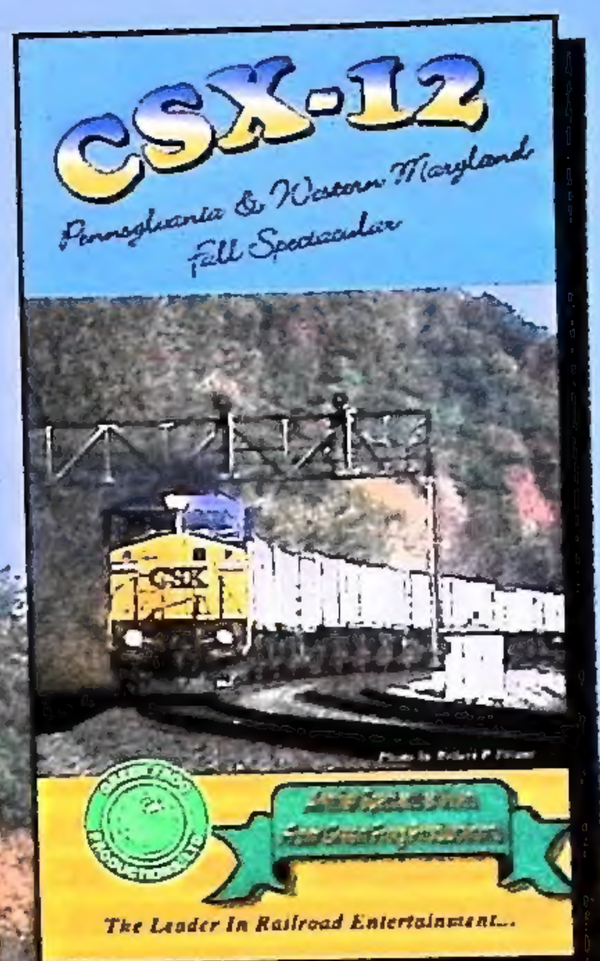

NEW

In our continuing series of coverage of the New CSX, we bring you more spectacular footage from the professional digital camera of Rich Scheid. In **CSX 12 Pennsylvania and Western Maryland Fall Spectacular** you will see beautiful Fall color action at Cumberland and Corriganville, Maryland; Mance, Foley, Glencoe, Fall Cut Tunnel, Confluence, Ohio Pyle, Sand Patch, and Glade City, Pennsylvania, Harpers Ferry, Va....and much more! You'll see Amtrak, freights with helper service, yard action (including hump yards), track crews keeping the railroad running, as well as Ohio River crossings. Join the Green Frog cameras as they take you on this beautiful Fall adventure along CSX.

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Steam Returns to the Missabe Road

Jeff Terry

PHOTOGRAPHY: JEFF TERRY

ON TUESDAY, August 29, 2000, former Milwaukee Road 4-8-4 261 became the first steam locomotive to traverse the Duluth, Missable & Iron Range since an excursion behind DM&IR 2-10-2 514 on September 29, 1962. Since then, steam has often operated on the Lake Superior Transportation Museum's ex-DM&IR line between Duluth and Two Harbors, but DM&IR's Iron Range and Missabe Divisions have been completely dieselized since then.

The occasion was the American Association of Private Railroad Car Owners' annual outing. AARPCO chartered 261 to pull the 22 private car train from Minneapolis to Duluth, one segment of a larger tour that began in Chicago and ventured into Canada.

The special left Minneapolis early on the morning of August 29, with Via Rail F40PH-2s 6413 and 6425 cut in behind the water car. The train was run under Amtrak auspices, so 261's non-HEP tool car could not make the trip. The steam crew used a former MKT heavyweight car as their base.

The trip ran via the BNSF "Skally" line from the Twin Cities to Saunders Junction, near Superior, Wisconsin. Originally, 261 was to cut off there, and the train would continue with the diesels over the DM&IR Spirit Lake/ Interstate branch to Proctor, then down Proctor Hill into Duluth. However, 261 stayed on the head end for the entire run, which was a blessing, since the diesels could not have made it alone.

On the DM&IR, 261 had it easy until Oliver, where the 2.5% grade to Proctor begins. Earlier, the crew had found that the Via diesels would not load when 261 controlled the air, so the Northern tackled the hill alone, with the diesels in idle. After a long struggle, the 4-8-4 stalled, so the air was cut out on 261 and cut in on the lead F40PH-2 It took both diesels in Run 8 plus the 261 to lift the 22 cars up to Proctor, reaching the top at ten miles an hour. The smell of hot traction motors and coal smoke permeated the air.

The special passed DM&IR 2-8-8-4 225 on display in a park overlooking the Proctor yard, then dropped down the 2.2% grade to the ore docks and Duluth Union Depot, home of the Lake Superior Transportation Museum.

The AARPCO train went on to Canada, while 261 spent the rest of the week at the depot. The museum sponsored a circle trip over the DM&IR on Saturday, September 2nd to take advantage of the layover. The train ran from Duluth up the Lakefront line to Two Harbors, then over the Iron Range Division through Allan Junction to the Missabe Division at Sparta Junction. From there, the train looped through Iron Mountain, Kelsey and Saginaw to Proctor, and finally back down the hill to Duluth.

ABOVE: **Milwaukee Road 4-8-4 261 struts across the DM&IR trestle with the 22-car AAPRCO special at Oliver, Minnesota, at the foot of the grade to Proctor, with a pair of Via F40PHs trailing in idle. After the train stalled on the grade, the diesels had to be cut in to make it up the grade.** BELOW: **For the first time since 1962, a live steam locomotive rolls past the DM&IR yard at Proctor, Minnesota.**

The Snake River Adventure

The westbound Snake River Adventure crosses its namesake river on the Camas Prairie bridge at Pataha, Washington on October 8, 2000.

OVER THE WEEKEND of October 6, 2000, the *Snake River Adventure* ran from Portland, Oregon, to Lewiston, Idaho. The trip covered 139 miles of track that have not seen scheduled passenger service in over 40 years, including 70 miles of the legendary Camas Prairie from Riparia to Lewiston, and more than 20 miles through the Snake River Canyon. The trip was sponsored by Central Pacific Coast Rail Excursions (CPCRE), a partnership of the Central Coast Chapter NRHS and Pacific Coast Chapter R&LHS.

Portland to Lewiston

On Friday morning, passengers gathered at Portland Union Station for a 7:30 a.m. departure, and CPCRE train manager Tom Glover called "All aboard" at 7:35. Our train used the Spokane Portland & Seattle route along the north bank of the Columbia River to Pasco. Passengers were amazed at the number of freights; a train was in nearly every siding. Some westbound grain trains had distributed power on the rear, which was unusual since the line is downgrade all the way into Portland

The BNSF dispatcher was good to us well beyond Wishram; the train was clocked at 80 m.p.h. for several miles. But when we reached the Columbia River bridge to cross from Kennewick to Pasco, we were held for 18 minutes while two westbound freights went ahead of us. Lunches were put on at Pasco, where a BNSF pilot crew joined us.

The pilot crew was called late, and we were delayed 35 minutes, which made the malfunctioning air conditioners in two of the three coaches a real problem. Amtrak mechanical people on the train worked valiantly to fix the problem, and they were finally able to repair the air conditioning on one coach during the layover in Lewiston.

From Pasco, we headed south to join UP's Hinkle to Spokane main line at Attalia. We enjoyed 50 m.p.h. running on welded rail as we followed the Snake River through its wide valley for the 56 miles to Ayer Junction. Along the way we passed Ice Harbor Dam, the first of four between Pasco and Lewiston. Built in the early 1970s, the dams were primarily built for flood control, but the Army added locks, permitting river traffic to Lewiston and diverting a huge amount of Camas Prairie freight to barges.

Our Amtrak crew went on duty in Portland at 6:30 a.m., and by law they could not work past 6:30 p.m. A photo stop was cancelled, upsetting some passengers, and our 6:30 arrival in Lewiston would also disrupt the welcoming ceremony. At Ayer Junction, 83 miles from Lewiston, the BNSF pilot crew was replaced by one from the Camas Prairie, and we left at 4:04 p.m. The train rolled at 40 m.p.h. on smooth 130-pound welded rail, installed by the Army Engineers after the old line was submerged by the dams. The canyon walls closed in until the bluffs were 2000 feet above us.

Ten miles out, we asked the engineer to blow the horn every mile to let the folks in Lewiston know we were close. We soon crossed the drawbridge over the Clearwater River, and the east-bound *Snake River Adventure* eased into Lewiston at exactly 6:30 p.m.! Roughly 200 residents greeted the tired passengers, and said they could hear that melodious Amtrak whistle from several miles away.

Saturday Events

At Lewiston, passengers could choose between jet boat rides up the Snake River, a pageant staged by the Clearwater River Company, a bus tour of the Grangeville line, or morning and afternoon trips on the Lewis & Clark dinner train. The planned dinner train runs to Orofino had to be cut back to Lenore, due to a derailment between there and Orofino, which disappointed the rare mileage collectors. The Amtrak special did run ten miles east to Spalding, however, where the Grangeville line joins the First Subdivision to Kooskia, to be turned on the wye. Therefore, an Amtrak train actually operated on a bit of the Grangeville branch before its abandonment.

Return to Portland

On Sunday morning, passengers were bused from their hotels back to the train in East Lewiston, where Camas Prairie's entire fleet of six B23-7 road engines and one SW1500 switcher was on hand for early morning low light photography.

At 7:55 a.m. we eased out of the yard. Everyone took one last look as we gathered speed for the trip back to Portland. Cooper-ative Amtrak and Camas Prairie crews permitted a photo runby between Riparia and Ayer Junction at the Pataha bridge, where the railroad crosses from the north to the south bank of the Snake. The location typified the vastness of the northwest, and everyone agreed it more than made up for Friday's cancelled photo stop. After changing crews at Pasco, we raced down the Columbia, stopping at Vancouver to allow passengers to connect with Seattle trains. At 6:35 p.m., we halted at Portland Union Station and the *Snake River Adventure* was history.

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Letters from readers

Camas Prairie clarification

Roger Mumm's FANMAIL comments in the November 2000 RAILFAN & RAILROAD regarding the Camas Prairie indicate he misunderstood parts of my September news story. First off, the Camas Prairie Railroad under UP-BN used the same reporting marks — CSP — that are now used by Camas Prairie RailNet. Therefore, where my article said "CSP recently regained some of its lost grain business . . .", I was not implying that this had been accomplished by the new operators. To be more precise, the shuttle grain service was launched in 1990 and grew steadily from there. For a roughly 100-year-old railroad, some of us would consider an event ten years ago to be "recent."

BRUCE KELLY
COEUR D'ALENE, IDAHO

Designing your own website

It seems to me that Jim Boyd is going about website expansion wrong (CAMERA BAG'S on-going series on web design for rail photographers). Yes, I know that a knowledge of HTML is good to know, but it isn't necessary to produce a good website.

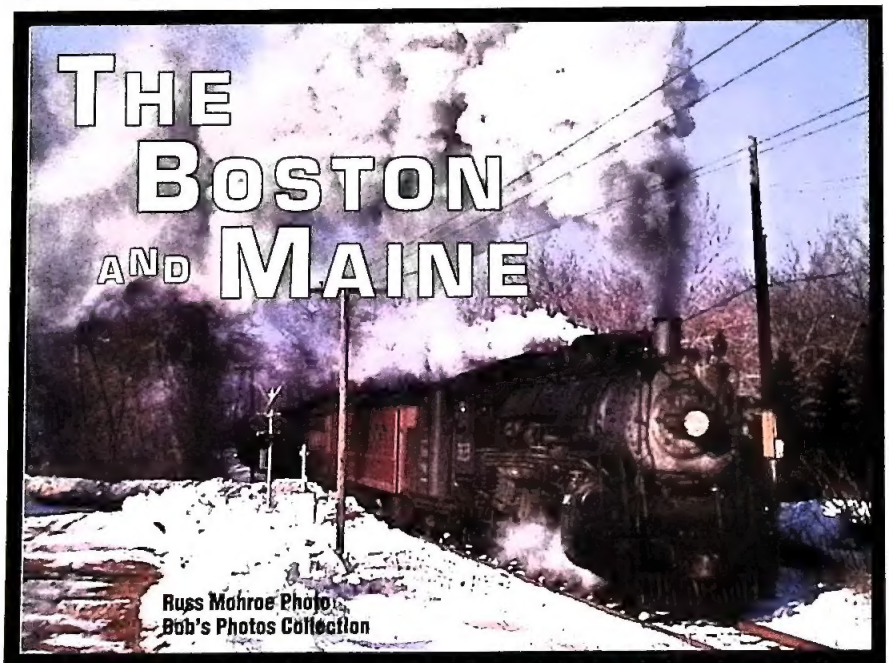
I use Printmaster 7.0 Platinum (version 10 is out now) and one of the features it contains is the ability to produce good-looking web pages, which the program will publish to your web provider.

My Shawmut Car Shops (I custom build, paint and letter G-Scale equipment as well as make custom decals for scales Z to G) has used Printmaster to design my individual web pages (I now have nine plus an order page) and it makes it very easy to add digital pictures to the site. I think I have about 40 pictures on the web pages which I update at least once a month. Every time I finish a new car or locomotive project, I take a digital photo (I use an Agfa e780c with a resolution of 768x1024) which I got from Sears for $200.00.

I think many folks get intimidated trying to learn HTML and give up on trying to create web pages. Printmaster and other graphics program can open doors to these folks.

JEFF DAMERST
ST. MARYS, PENNSYLVANIA

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.



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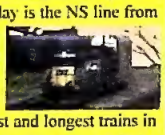
When the main lines of four railroads crossed at Marion in the 1970's, fans there called their town "The Trainwatching Capital of Ohio". Today three busy lines of CSX and Norfolk Southern still cross at grade in Marion and with the Conrail split, the number of trains is nearly as many as in 1970. The busiest line in Marion today is the NS line from Columbus to Bellevue which crosses CSX's Toledo to Columbus line and the former Conrail Indianapolis Line from Cleveland to St. Louis, now owned by CSX. Some of the heaviest and longest trains in the country run through Marion. This video shows all the NS and CSX trains through Marion for 24 hours in August of 2000. **Two tape set. Four hours, 10 minutes.** $45.95.



"Fostoria, OH, Part I - Dawn to Dusk"

Fostoria, OH, Part I shows all of the action at Fostoria in northern OH for 12 daylight hours in May 2000. The Conrail split has made Fostoria even busier - as many as 115 trains in 24 hours, making Fostoria the busiest spot for freight trains east of Chicago. At Fostoria three main lines cross at grade - CSX's former C&O Toledo to Columbus line, CSX's former B&O Chicago line, and Norfolk Southern's former Nickel Plate Buffalo to Chicago line. 159 minutes. $31.95.

"Fostoria, OH, Part II - Dusk to Dawn"

Fostoria, OH, Part II is a continuation of Part I and covers the busy evening and nighttime action next to the Amtrak station in Fostoria where the former B&O and Nickel Plate lines cross, and a second night of action north of Fostoria to catch CSX trains that were missed the first night. 156 minutes. $31.95.

Buy Fostoria, OH Parts I and II at the same time for $49.95 - *a savings of $14.*

"Canadian Pacific's Prairie Main"

The number of trains on CP's Prairie Main, part of their transcontinental line across Canada, is at an all time high, fueled by increases in double stacked domestic and marine containers and by 300 new AC diesels. This video shows a day and a half of fast paced action on CP's Maple Creek sub between Medicine Hat, Alberta and Swift Current, Saskatchewan, in October of 1999. 73 minutes. $27.95.

"Kansas City Southern 1999"

This video shows recent changes on the dynamic KCS on their three busiest lines out of Shreveport, LA. in October 1999. First is 1 1/2 days of action on the KCS's scenic and rugged crossing of the Ouachitas around Rich Mountain, AR, a manned helper district. Next is 24 hours of fast action east of Shreveport on the busy speedway to Meridian, and then 24 hours of action south of Shreveport on the Beaumont line, part of KCS's route to Mexico. Traffic on these last two lines has doubled in recent years. 128 minutes. $31.95.

"Wisconsin Central 2000"

Wisconsin Central is the largest and most exciting of the new regional railroads. WC 2000 begins with several trains on the Algoma Central, part of the WC since 1995. Next is action around Escanaba, MI on former CNW lines, then 24 hrs. of action on the WC's busiest line - the Chicago sub. Last is a unique branch line train and more action on the busy Superior sub, all shot in May of 2000. 112 minutes. $29.95.

"The Trains of Northern New England 2000"

This video covers the trains and operations on all of the regional railroads and some shortlines in Vermont, New Hampshire, and Maine in April of 2000. It shows what has become of the B&M, Maine Central, Central Vermont, Bangor and Aroostook, and Grand Trunk and is a sequel to our highly acclaimed Trains of Northern New England 1997. There are more Alco's running around northern New England today than in past years, former Amtrak F40PH's on freight trains, and we even caught a SD90MAC being tested on the Vermont Railway System. Many of the changes shown here offer promise for the future of railroading in New England. 123 min. $29.95.

"CSX Upstate New York Main"

CSX's main Line across upstate New York is part of Conrail's former Chicago Line between the East Coast and Chicago. The number of trains on this line jumped after the Conrail split. This former New York Central main line is also part of Amtrak's Empire Service corridor. This video shows 24 hours of fast paced CSX action alongside the Erie Canal around Clyde, New York, west of Syracuse, in May 2000. 113 minutes. $29.95.

"Canadian Pacific's Wisconsin Main"

This video shows the trains in May 2000 on the CP's line between Portage and La Crosse, WI. Once the high-speed main line of the Milwaukee Road and the route of the Hiawathas, the CP main across Wisconsin today carries more freight trains than anytime since WW II. 63 minutes. $25.95.

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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

SOUTH CARVER, MASSACHUSETTS, through January 7. Christmas Light Festival at the Edaville Railroad with thousands of lights and dozens of displays on 5-mile trip through cranberry plantation. Hours 4pm-9pm weekdays and 2pm-9pm weekends and holidays (closed Christmas Day). For more information phone the Edaville Railroad at 508/866-8190.

NASHVILLE, TENNESSEE, December 2. Train rides with Santa to Waterville, Tenn., sponsored by the Tennessee Central Railway Museum. Trip departs Nashville 9am for a 90-mile round trip, returns at 2:30pm. Tickets start at $15. For more information contact the Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210; 615/244-9001; *http://home.hiwaay.net/~bgaddes/tcrm.*

RINGOES, NEW JERSEY, December 2-3 and 9-10. Santa Express at the Black River & Western Railroad. For more information contact the railroad at P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwrr.com.*

WASHINGTON, PENNSYLVANIA, December 2-3 and 9-10. Santa Train at the Pennsylvania Trolley Museum. Kids meet Santa, parents enjoy caroling. For more information contact the museum at 1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley.org.*

WHIPPANY, NEW JERSEY, December 2-3, 9-10 and 16. Santa Claus Special at the Whippany Railway Museum with hourly departures from 1pm-4pm. Fares $8, kids under 12 $5, reservations strongly suggested. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

ALLAIRE, NEW JERSEY, December 2-3, 9-10 and 16-17. Annual Christmas Express with Santa onboard at the Pine Creek Railroad. Fare $3.50, advance sales only. For tickets contact the Pine Creek Railroad, P.O. Box 662, Allaire, NJ 07727-0622; 732/938-5524; *http://homestead.juno.com/crawsat/pinecreekrr.html.*

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 800/594-5162; *www.BluewaterNRHS.com*) is sponsoring the following trips. Fares listed for overnight trips are double/single occupancy, for complete fares contact the Chapter.

December 2 and 9, Christmas Lights Spectacular at the Huckleberry Railroad from Dearborn and Royal Oak; $69.

December 8-10, Christmas in Toronto by Train from Windsor; $355-$430.

February 3-5 and 10-12, Algoma Central Snow Train from Dearborn and Royal Oak, all-inclusive fare $295-$405.

NEW YORK, NEW YORK, December 9. Trip to the Valley Railroad to ride Santa's Steam Train sponsored by the New York Railroad Enthusiasts. Ride from Grand Central Terminal to New Haven, Conn., on regular Metro-North train, transfer to Valley Railroad via motorcoach, ride behind steam in parlor car Grand Republic. Fare $65, $60 seniors over 65, includes all rail transportation and lunch at the Chowder Pot Restaurant (specify meat, fish or chicken). Tickets from the New York Railroad Enthusiasts, P.O. Box 040320, Staten Island, NY 10304. Surcharge of $10 for orders received after November 30.

NASHVILLE, TENNESSEE, December 9-10. Trains of Christmas at the Tennessee Central Railway Museum with tours of diesel locomotives, passenger cars and cabooses, lunch in the dining car, operating model railroads, Santa in the caboose, more. Hours are Saturday 9am-4pm and Sunday 1pm-4pm. Admission $4, kids under 12 $1, family maximum $10. For information contact the Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001.

SCRANTON, PENNSYLVANIA, December 10-20. The *Polar Express* comes to life at Steamtown National Historic Site. For more information contact the park at 150 South Washington Avenue, Scranton, PA 18503; 888/693-9391.

CHATTANOOGA, TENNESSEE, December 15-16. Diesel-powered Chickamauga Christmas Special features dinner at Lee & Gordon's Mill in Chickamauga. Trip departs 3:30pm, fare of $59 includes dinner. For ticket order form contact the Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; 423/894-8028; *info@tvrail.com; www.tvrail.com.*

PHILADELPHIA, PENNSYLVANIA, December 16. Night photo trolley special over SEPTA's streetcar lines using a PCC car sponsored by the Wilmington Chapter NRHS. Several stops for open flash and ambient light night photography. Trip departs Elmwood car barn (near I-95) at 5pm, returns approx. 10pm. Capacity limited to 30 people. Tickets $35 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-5pm ET) or

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Also included is the resurrection of NKP Berk 759 from the Steamtown collection by High Iron Company (Ross Rowland) in 1968. You'll see the christening of the engine at Conneaut plus excursions in 1968 and 1969, including the "Golden Spike Limited". This footage is all color.

The program runs 1 hour and 8 minutes and we've applied real NKP sound effects, including real sounds of the 800's recorded by Don's friend Jim Hawk. Minimal narration for better audio enjoyment. Maps of the NKP and the featured area are shown.

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Volume 1 (item 034) features NKP 700 series Berkshires in service during the 1950's between Ft. Wayne, IN and Bellevue, OH.

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BOSTON, MASSACHUSETTS, December 16. 34th Street Express chartered Amtrak train to New York City, departing South Station at 7am Additional passenger pick-ups at Back Bay, Route 128 and Providence. Optional activities include Radio City Christmas Spectacular or Chnstmas Carol at the Paramount Theatre. Train-only fare $65. For more information conatct the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

PHILADELPHIA, PENNSYLVANIA, January 27. Super Saturday Streetcar Special VIII over SEPTA's streetcar lines using "Red Arrow" PCC 2799 sponsored by the Wilmington Chapter NRHS. Several quality photo stops. Trip departs Elmwood car barn (near I-95) at 10am, returns approx. 3pm. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-5pm ET) or e-mail *steve@daylightimages.com.*

BOSTON, MASSACHUSETTS, February 17-24. Florida Coast Special with your choice of Amtrak accomodations to Florida. Includes a 5-day, 4-night cruise on the classic ocean liner *S.S. Dolphin IV.* Fares start at $1100 and include accommodations and many meals. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

WASHINGTON, NEW JERSEY, February 24. EastRAIL 2001 will be held at the Warren Hills Regional High School 10am-6 pm Confirmed presenters include Bob Bahrs, Thomas Baker, Steve Barry, Gene Collora, Kermit Geary, Jr., George Hiotis, Vic Neves, David Patch and Scott Snell. Radio personality Tom Moran will be the master of ceremonies for the day. More information will be available early next month.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; info@trainsunltdtours.com) will sponsor the following events. Call or write for complete details.

- **March 24,** Tijuana & Tecate Rail Adventure using steam and diesel on the Tijuana & Tecate and San Diego & Arizona Eastern. Trip originates in San Diego.
- **April 21,** San Diego & Arizona Eastern railfan trip with Black Widow GP9 and SP 4-6-0.
- **May 19-June 1,** Great Canadian Rail Adventure from Vancouver to Jasper and Banff, Cariboo Steam Special, more.
- **May 26-28,** Cariboo Steam Special with CPR 2-8-0 3716 from North Vancouver to Kelly Lake, B.C.
- **September 7-19,** Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage, plus the Fall Northern Wilderness and White Pass Steam Spectacular listed below.
- **September 10-18,** Fall Northern Wilderness RDC trip over BC Rail from Vancouver.
- **September 15-18,** White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists
- **September 22-29,** New England Fall Colors Rail Adventure in Massachusetts and New Hampshire with eight train rides.
- **September 27-28,** Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic
- **October 6-8,** Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern from Waukesha to Prairie du Chien with E-units and dome cars

BOSTON, MASSACHUSETTS, April 13-22. Lone Star Special from South Station, Worcester and Springfield to Austin and San Antonio via Amtrak's *Lake Shore Limited* and *Texas Eagle.* All inclusive fares with coach class start at $1300 per person double occupancy. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

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- **Russia,** several different departures between February 19 and September 16.
- **Guatemala and El Salvador,** February 17-25 with steam, diesel and railcars, plus three double-headed Baldwin steam trains.
- **China,** March 10-25, with main line and industrial steam.
- **Mexico,** March 31-April 8, chartered diesel train on FerroMex looping Mexico
- **Chile,** June 16-24, visiting nine railroads plus six chartered diesel and electric trains.
- **Peru,** August 5-18, with 12 charter trains on 7 lines powered by steam, diesel and electric.
- **Mexico,** December 3-9, chartered diesel train to the Copper Canyon.

RAILROADIANA MEETS

TRAIN MASTER OF CLEVELAND 9695 Chillicothe Road, Kirtland, OH 44094; 440/937-9200, will hold the following shows. Admission is $4.

- **December 3,** Kirtland, Ohio, Lakeland College.
- **December 17,** Mentor, Ohio, Mentor High School.
- **January 21,** Eastlake, Ohio, Eastlake North High School.

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

- **December 2-3,** Buffalo, N.Y., Convention Center.
- **December 2-3,** Cincinnati, Ohio, Convention Center.
- **December 2-3,** Del Mar, Cal., Del Mar Fair.

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In Focus

News-feature

LARRY L. BYERS

A FLAGMAN *protects the state highway crossing in tiny Woodbine, Kansas (population 191), when Abilene & Smoky Valley's hi-rail bus pulls off the tracks. The "train" turns here for the trip back to Abilene on the former Rock Island tourist line.*

The bus is a train (or is the train a bus?)

THE ABILENE & SMOKY VALLEY Railroad has brought intermodal travel to a new level for folks visiting the Kansas tourist line — a bus has been equipped with hi-rail wheels to permit operation on rails as well as on asphalt. The 44-passenger bus is equipped with a "cow-catcher," along with high-powered horns. The twelve-mile ride passes through scenic farm country and features a 55-foot high trestle, believed to be the tallest wooden trestle in Kansas. Since a derailment tore up the diamond across the BNSF Strong City Sub at Enterprise, passengers transfer between scheduled trains and the bus to continue the journey to Woodbine. Only combination tickets are sold to those desiring to ride the hi-rail bus. — *LARRY L. BYERS*

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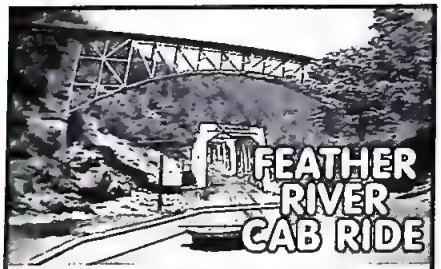

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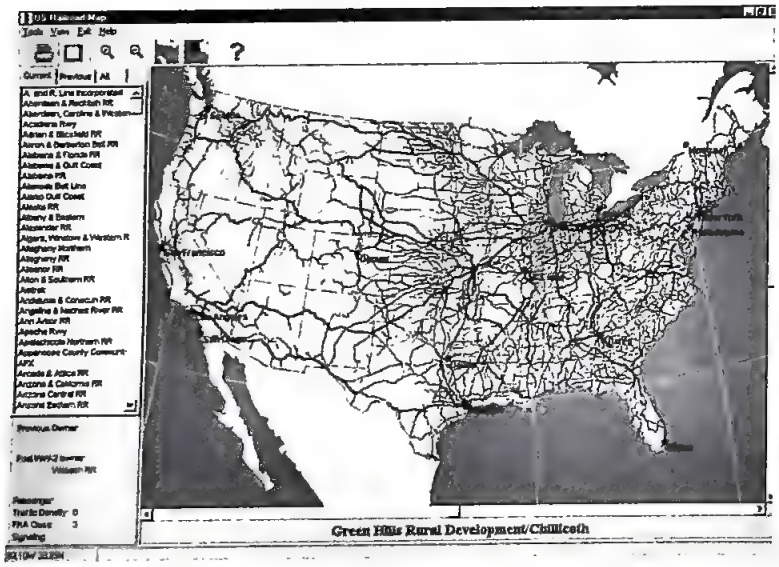

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December 16-17, Charlotte, N.C., Merchandise Mart.
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OKLAHOMA CITY, OKLAHOMA, December 2-3. Oklahoma City Train Show sponsored by the Central Oklahoma Chapter NRHS at the Transportation Building on the Oklahoma State Fairgrounds, N.W. 10th & May Avenue, Saturday 9am-5pm, Sunday 11am-5pm. Admission $5, kids 12 and under free. Information: Ed Birch, Jr., 1313 West Britton Road, Oklahoma City, OK 73114; 405/842-4826.

WILLIAMSPORT, PENNSYLVANIA, December 3. Whistle Stop Train Show at the Genetti Hotel, 200 West Fourth Street, 9am-3pm. Admission $3, kids under 12 free. Information: Jim Stabley, 709 Wildwood Boulevard, Williamsport, PA 17701; 570/326-4280.

WILLARD, OHIO, December 3. 5th Annual Train Show & Flea Market at the Willard Junior High School, 955 South Main Street, 10am-4pm. Admission $2, family $4, kids 12 and under free.

ALBANY, NEW YORK, December 3. 25th Annual Great Train Extravaganza sponsored by the Mohawk & Hudson Chapter NRHS and Upstate Train Associates at the Empire State Plaza Convention Center, 10am-4pm. Admission $4, kids 6-12 $1, under 6 free. Information: Dave Halverson, P.O. Box 544, Clifton Park, NY 12065; 518/371-9164.

VERSAILLES, PENNSYLVANIA, December 10. Yough Central Model Railroad Club Train Show at the Versailles VFD, 10am-3pm. Admission $2, kids 5 and under free. Information: William Powers at 412/653-5475.

GLENS FALLS, NEW YORK, December 10. Train Show at the Glens Falls Civic Center, 1 Civic Center Plaza, 10am-3pm. Admission $3, kids under 12 free. Information: Pat Dowd, 140 East Hunter Street, Glens Falls, NY 12801; 518/792-3218; *dowdp@aol.com.*

COLUMBUS, OHIO, December 16. Buckeye Railroadiana & Model Train Show sponsored by Golden Spike Enterprises, Inc., at the Ohio Expo Center (Lausche Building), 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914; *nlion02@aol.com.*

WIND GAP, PENNSYLVANIA, December 17. Slatebelt Area Train & Toy Show at the Plainfield Township Firehouse, Sullivan Trail (Old Route 115), 9am-2pm. Admission $3, kids under 12 free with adult. Information: Jean Niedosik, R.R. 6 Box 6532, Saylorsburg, PA 18353; 570/620-2346 (before 9pm); *jeanie@noln.com.*

ORCHARD LAKE, MICHIGAN, December 17. Orchard Lake St. Mary's Trains-By-the-Lake at the Dombrowski Gym on the campus of Orchard Lake St. Mary's Preparatory, 11am-4pm. Admission $2, family $5. Information: Richard F. Broo, 1846 Wood Parke Lane, Commerce Township, MI 48382; 248/360-6112.

FREEPORT, NEW YORK, January 7. 11th Annual Winter Train Show & Exhibition sponsored by the Great South Bay Model Railroad Club, Inc., at the Freeport Recreation Center, 130 East Merrick Road, 11am-4pm. Admission $3, kids under 12 free with adult. Information: Kevin R. McKay, Show Coordinator, 66 Van Buren Street, Freeport, NY 11520; 516/223-9357.

WATERBURY, CONNECTICUT, January 7. Train Show sponsored by Classic Shows, LLC, at the Waterbury Sheraton, 3580 East Main Street, 9am-2pm. Admission $4, kids under 12 free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

GILBERTSVILLE, PENNSYLVANIA, January 7. Gilbertsville Train-O-Rama at the Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512-8137; 610/367-7857.

WINSLOW, NEW JERSEY, January 7. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (before 9pm).

Videos

Reviews of new releases

Edaville Revisited

Mark I Video, P.O. Box 404, New Milford, NJ 07646, 800/66-MARK1; 60 minutes; $29.95 each, plus $5.00 shipping for first tape, $1.00 each additional. NJ residents add 6% sales tax.

Mark I has produced a fine one-hour sequel to its first Edaville tape, done almost 10 years ago, entitled *Massachusetts' Maine Attraction*. Through rare B&W film footage and Jim Boyd's painstaking research and narration, *Edaville Revisited* recaps the history of the various Maine two-foot railroads and the evolution of Edaville. In addition to archival material on the original Maine two footers, Mark I's cameras have captured scenes of the current Maine operation, as well as the 1997 revival in Edaville.

Our journey begins with regular service views of Maine's Sandy River & Rangeley Lakes and Bridgeton & Harrison railroads, the latter abandoned in 1940. Early Edaville operations are shown, too. Edaville evolved into a Massachusetts tradition, owned over time by various parties with different agendas. The most popular time of year at Edaville was Christmas, and the extensive light displays are shown. (I've always wondered which religion was based on electricity, but have yet to discover one.)

In 1991, the railroad was put up for sale, and in that October, a 50th anniversary photographers' day was held with B&H No.7 painted as such – the first time it was authentically painted at Edaville. The tape has extensive, high quality shots of No.7 on a period freight train, as well as of the two Monson engines (No.3 and No.4) doubleheading the regular passenger train. The smoke, stack talk, bells (regulation standard gauge fare) and whistling are unexpectedly good, given the diminutive gauge.

There is coverage (from a Maine video producer) of the movement of some Edaville equipment to Portland, Maine, in 1993. By 1997, a short operation was running there, and various runbys on the Maine Narrow Gauge Museum are presented, including a doubleheader and night shots with fireworks. Also in 1997, the Massachusetts operation started up again on a limited basis.

Film transfers are first rate (even if the original footage might be a little flawed), the dubbed sound is excellent as always, and the modern video footage is generally flawless in execution and composition. This is a well-produced look at the best and most authentic of the Edaville's predecessor and actual operations, and those of the museum in Portland. Fans of New England steam, and of American two-foot railroading, will learn a lot from this tape and gain a new appreciation for the entire scene. I used to think Edaville was just a tourist attraction, but the little railroad's history and reality is much, much more than that. — *Tom Kelcec*

more videos on next page

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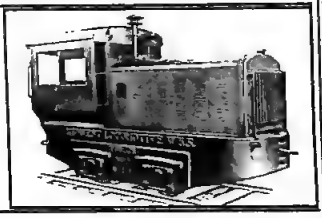

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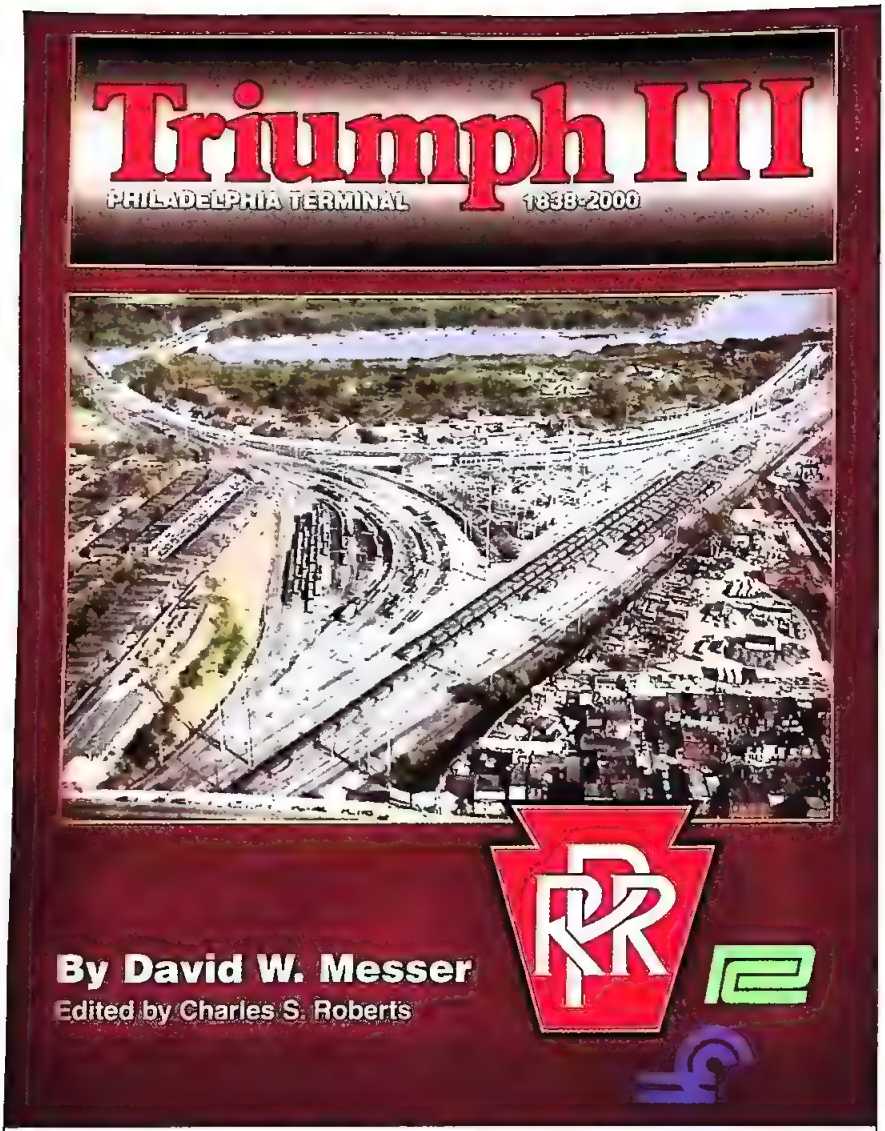

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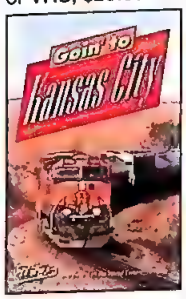


This review consists of 25% content and 75% medium, since it is the first railroad DVD I have seen. For those not familiar with DVD (Digital Video Disk), its visuals are most impressive if given a high quality source. Going from standard video to DVD is like going from 8mm to 16mm Kodachrome movies. With a good DVD player and a high-end television, even in our NTSC (Never The Same Color) format, details such as fine print on distant moving trains are readable. There also is no "noise" in solid blocks of color, such as the sky, dip paint jobs or map backgrounds (maps look like glass-mounted 35mm slides here). With DVD, at somewhat over 500 lines of resolution (VHS is about 240), you will see image quality about equal to the original Betacam footage. We "A / B'd" this DVD program (using an "S" video connection) for a comparison with a Pentrex VHS tape, and two of us made these observations, so I think the comments here are valid.

We noted that the audio on the DVD had lower apparent output than the VHS system, requiring cranking up the sound for perceived equivalent listening levels. This may not be the fault of the DVD. Fast forwarding a DVD presents a jerky image, like a rapidly changing carousel slide show, at a slower viewing speed than "FF" with a VHS tape. However, in "pause" there are no streaks or waves in the image. And, a DVD allows one to jump around within the program without waiting to run miles of tape.

The benefits of the massive storage capacity of the DVD format can be used to high advantage in presenting railroad topics, but it would add production time and cost. The three prime benefit areas, named here by me, are: "Audio Preference," "Chapters" and "Supplemental Content." My thoughts here are generic and thus apply to anybody doing a similar DVD.

In the "Audio Preference" realm, Pentrex allows the viewer to select between two sound tracks. One is the usual combination of narration and live sound. For those who don't want the narration, there is a "live-sound only" option. While this can be relaxing after you have heard the explanation of what you are seeing, there are black holes of silence when the maps are shown, and at a few other places where the narration track would be and the ambient sound is low. Other sound options are covered below. Of course, if one went all-out, one could have a five-channel sound track just like Hollywood.

"Chapters" seems to be DVD-industry-speak to indicate something akin to "tracks" in an audio CD or tape, or "bands" in a vinyl record. They are a way to locate a selection of the program. Since DVDs can be randomly accessed (like CDs, they do not need to be viewed chronologically to get to a particular program segment), railroad DVDs can be broken into program segments so viewers may go right to their favorite

passages. Such breaks can take many forms, such as between (1) different topics (e.g. maps, history, steam, interviews, early diesels, modern diesels, passenger, freight) or (2) seasons or time of day or (3) how one progresses along a line (e.g. Philadelphia to Harrisburg, Harrisburg to Altoona, Altoona to Gallitzin) or (4) program duration. The choices are limited only by the content of the program and the producer's imagination.

"Supplemental Programming" can be visual or audio. Pentrex allows access, at the click of a button no matter where we are in the program, to "previews" of their other tapes. The downside is, without "chapters," we could not go back to near where we were in the main program – we had to start over from the beginning. Audio "Supplemental Programming" could be narration by the videographer about how the scenes were shot, anecdotes about the subject, and so on. Visually, one could add parenthetical content about a particular subject (e.g. more detail of a station or abandoned line), include oral histories, have pictures of timetables or b&w still photos, etc. Hollywood uses this feature for "director's comments" about how special effects were done, and so on. The options here are left up to the imagination.

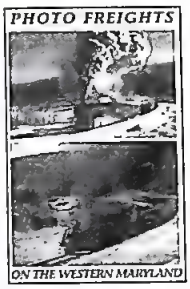
Oh, yes. I almost forgot – the content of this program. We follow, from southwest to northeast, 225 miles of BNSF from border town Arkansas City to Kansas City. We ride the cab of a train all along the route, observe the crew and see what they see. Sometimes the window is dirty, sometimes it's clean. As we progress, we are treated to trackside scenes of other trains at various locations noted from the cab. The editing is good, the weather nice and sunny, the light that of autumn. Extra time is spent at 16 mile long Flint Hill, where the scenery is pleasantly hilly. A variety of freight consists are shown. This is a technically fine, high-average content program of a modern operation in the Heartland.

Needless to say, DVD raises the theoretical bar for all "video" producers, but from a commercial standpoint, it will be interesting to see how DVD railroad programs actually sell. Will our peers buy them in the quantities which justify the production investment? The answer could be "yes", since we are photographically oriented (and tend to buy expensive still cameras) and our subject lends itself to the benefits of high resolution. On the other hand, DVDs of normal Hollywood fare sell well, even though they need not be critically sharp, and their audiences are generally photographically challenged. (Hollywood DVD's often have more footage than you saw in the theater). If you haven't seen a state-of-the-art DVD, by all means look at this one. Then vote in the marketplace, and let the producers (and advertisers) know what you think, so our hobby can make an intelligent decision about a new format. — *TOM KELCEC*

Photo Freights on the Western Maryland

Blue Ridge Productions, P.O. Box 2413, Reston, VA 20195-0413; 877/759-3605; 90 minutes; $29.95 each, plus $4.00 shipping. VA and MD residents add appropriate tax.

The concept of renting a train made up of period freight cars and a properly lettered steam locomotive and caboose has caught on around the globe. In the East, operations on the Western Maryland Scenic have enabled one to step back in time to see Allegheny Mountain railroading in multiple seasons.



Well-known organizer Carl Franz (of Cass charter fame), and his supporters have done almost everything possible to create photogenic locations where runby after runby can be shot of a locomotive that normally smokes like Vesuvius. This tape combines footage from six charters over three years, shot in both summer and winter.

The tape follows the line from Cumberland to Frostburg, stopping at each photo location in sequence. Limited narration explains the spots, and topo maps tell us where we are. The highlight locations are around the station and taking water, the Narrows, Helmstetters Curve, Brush tunnel, Lap (Sunnyside), the site of the old coal tipple and Frostburg station environs. A nice touch is presenting some locations in both summer and winter – and what a contrast the change in seasons produces! There are cameos of the crew, clips of cab rides, and an attempt to rerail the pony truck (derailed by ice).

Technically, the stereo audio is very good (if a little scratchy on one trip). The imagery improves over the years as camera equipment appears to be upgraded, and the photographers' technique improves, but there are occasional under and overexposed scenes. There is a lot of "follow-zooming" here, starting at long telephoto with the engine tightly cropped in most of the scene. The producer was encouraged by some viewers to shoot close-ups of the wheels as the engine runs by. A little of this tight cropping goes a long way for me, but others may find this their cup of tea. (I enjoy watching the motion, but would rather do it during a pacing sequence or at a poor runby location, rather than during a beautifully scenic runby). 'Tis a pity that with the tons of coal that have gone up the stack of 2-8-0 No.734 we do not see all of the full, magnificent plumes (but we do see the key ones, of course). Part of the glory of the steam engine is its magnificent inefficiency, which adds immeasurably to the experience of the beast's passing, as well as the photographic potential.

This is a comprehensive tape, with often four to six runbys from varied angles at the same location shown from the six trips. For the very best locations, six is not enough. In less photogenic circumstances, the whole location could be cut out. The downside for the less hard-core steam fan is the repetitive shots at each location. I would edit the content down to an hour, using only the best shots edited tighter to remove extraneous footage. While many shots look the same, a few are undeniably spectacular due to the effects of light, angle and weather. Of course, thanks to Ed Kemmet, Mike Manwiller and the entire staff and crew of the Western Maryland Scenic for their enduring patience and skill. Hats off to John Helmstetter for his hospitality, letting us cut down offending timber, and allowing us to share the fields with his livestock. — *TOM KELCEC*

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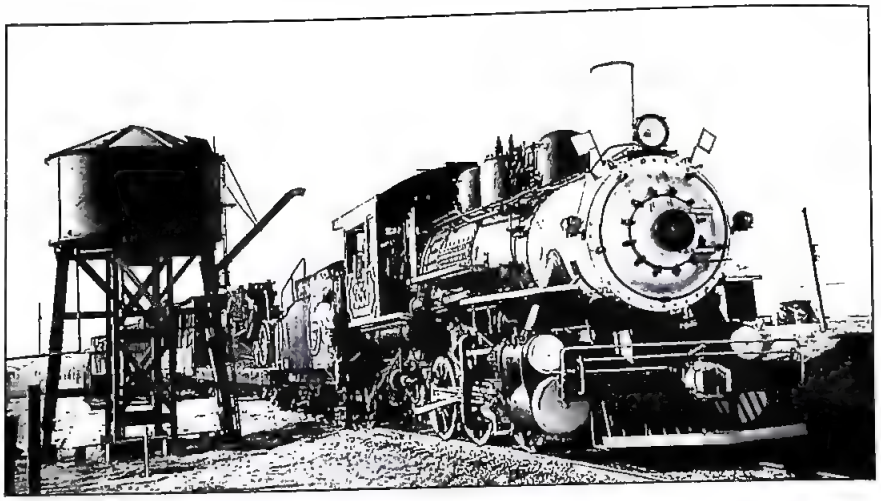

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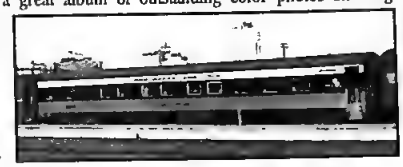

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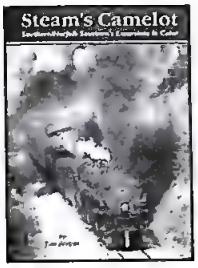

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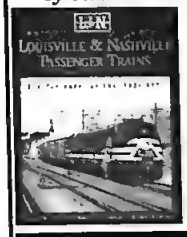

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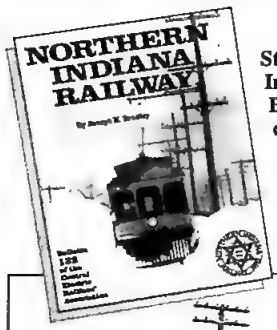

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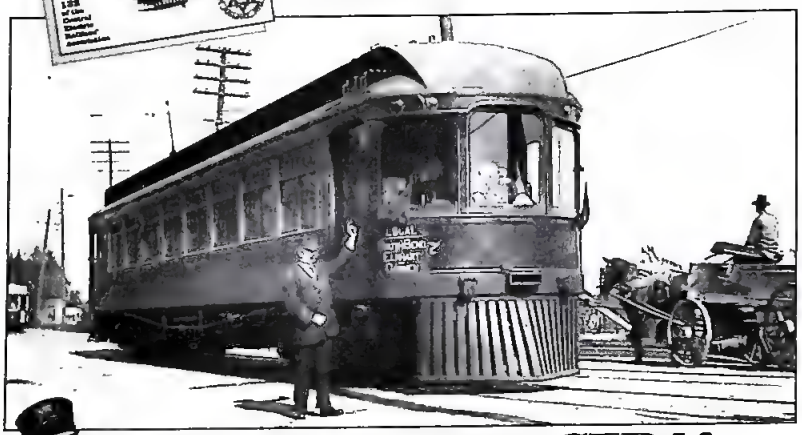

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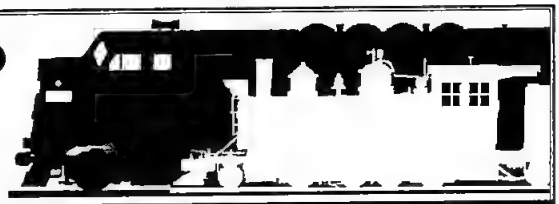

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shows have incorporated full-size railroads most which only operate only one or two weekends each year. Several offer short rides, while others serve a more meaningful purpose and provide transportation back and forth between different attractions.

I've compiled a list of shows that run equipment of interest to the readers of this magazine – nearly all of them *not* listed in the *Guide To Tourist Railroads and Museums*. Many shows operate park-type steam trains, but these have been omitted due to space restrictions.

Midwest Old Settlers & Threshers Association

Narrow gauge steam is a main feature of the Midwest Old Threshers Reunion, a five-day steam show that concludes on Labor Day. This "granddaddy" of shows — they celebrated 50 years in 2000 – is home to the Midwest Central Railway, a three-foot narrow-gauge railroad that takes passengers on a one-mile ride around the 160-acre show grounds at Mount Pleasant, Iowa.

Three steam locomotives comprise the Midwest Central's active roster. Just overhauled last year, former West Side Lumber Company three-truck Shay No.9 (Lima 1923) is in operation along with Surrey, Sussex & Southampton (later Argent Lumber) 2-6-0 No.6, built by Baldwin in 1891. No.2, a 1906 Baldwin 2-6-0 built for the New Berlin & Winfield, and later operated by Argent Lumber, is in the shop under-going an extensive overhaul, along with a Baldwin 2-8-0 from Mexico. All of the steam locomotives have been returned to their original appearance and are lettered for their original owners. The Midwest Central's steam shop is held in high regard by railroad preservationists because of their high quality work.

Also running during the Midwest Old Settlers show are the trolleys and streetcars of the Midwest Electric Railway, which provides transportation around the show grounds and serves a nearby campground. Eight different cars from various Midwestern electric roads have been restored and placed in service. Look to *www.oldthreshers.org* for additional information.

Western Minnesota Steam Threshers

Former Soo Line 0-6-0 No.353, built in 1920 by American Locomotive's Brooks works, pulls a recreated freight train during the annual Western Minnesota Steam Threshers Reunion at Rollag, Minnesota, for four days over each Labor Day weekend.

The WMSTR Rollag show rivals the Midwest Old Threshers' in size, and the railroad operation is impressive, with three depots (former Great Northern, Northern Pacific, and Milwaukee) plus a large enginehouse, turntable, and many pieces of preserved equipment located along the 2.5-mile line.

The main attraction for railfans is, obviously, the restored Soo Line 0-6-0. It has been tastefully painted and lettered for the "WMSTR Railway," and pulls a string of boxcars and wood stock cars that have been modified to carry passengers. Except for the pilot and the silver paint, the 353 still looks "pure Soo," and the route around the show grounds is very photogenic. Of all the steam shows with railroad equipment, railfan photographers will probably enjoy Rollag the most.

New this year is a large standard-gauge Porter 0-4-0T from Dresser Trap Rock of Dresser, Wisconsin,that has been fully restored by WMSTR members and operated

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at the 2000 reunion. They maintain a very nice website at *www.rollag.org*.

Prairie Historical Society

The Prairie Village, Milwaukee & Herman Railroad is a two-mile loop of standard gauge track on the grounds of Prairie Village at Madison, South Dakota. Twice each year, at the Prairie Village Railfair in June and during the annual Steam Threshing Jamboree in August, rides are available on trains pulled by one of two steam locomotives. The society's two foot gauge steam railroad, which is currently being reconstructed, can also be ridden.

For the past decade the primary motive power at Prairie Village has been former U.S. Army 0-6-0 No.29, a 1944 Lima that last saw service on the Duluth & Northeastern in Cloquet, Minnesota. The engine has plenty of muscle to pull the ex-Illinois Central caboose and home-built coaches that serve as the passenger fleet. Prairie Village also has a 1924 Alco 2-4-0T, the former Cadillac & Lake City No.11, which is rarely operated.

A 1929 Orenstein & Koppell two-foot gauge 0-4-0T is being restored in the Prairie Village roundhouse, built in 1998. The turntable is regularly used by locomotives during the show. There are also two former U.S. Army diesels that run when the steam locomotives are down for repairs. Consult *www.prairievillage.org* for more on their events.

Connecticut Antique Machinery Association

CAMA has no operating steam locomotives, but rather a three-foot gauge industrial railway. A 1921 eight-ton Plymouth locomotive hauls visitors during the Fall Festival, held on the last full weekend in September at the Kent, Connectucut, show grounds. Over 1000 feet of track are now in operation, and during the show the Plymouth is used to move rock cars from the group's operating rock crusher to the end of the line. On display is former Argent Lumber Company 2-6-0 No.4 (Porter, 1908) and a limited-clearance 0-4-0T, built by Vulcan in 1917. The steam locomotives will be restored as time and funding allows.

JEFF TERRY

Lake Region Pioneer Threshers' Association

An unusual 60-centimeter gauge French 0-4-0T (**above**), built by the Decauville firm of Paris, is just one attraction at the Lake Region Pioneer show, held at Dalton, Minnesota, over the weekend following Labor Day. Decauville was a builder of small industrial steam locomotives, and the

one at Dalton is the only example in North America. In 2000, the 0-4-0T was completely restored by members Don Stoa and Wally Young. The job involved major repairs to the running gear and smokebox, plus the cab and water tanks. The engine, which was used by the F. Albert Bau Company in France and Germany until imported to the U.S. in 1969, now appears much as it did when built in 1914, except for a small four-wheel tender that has been added to carry an extra coal supply.

The railroad's director, Walt Dunlap, is justifiably proud of the work that's been done over the past three years to rehabilitate the "Dalton Decauville Railroad," which included much track work and the construction of a large, two-stall engine-house. The old GN depot from Dalton was moved to the grounds and restored in the early 1970s. Passengers ride in home-built coaches riding on Fairmont motor car wheels and axles. This operation is worth a visit for the locomotive alone, although dozens of steam tractors and stationary equipment are also on display.

Rough & Tumble Engineers' Historical Association

This group, based in Kinzers, Pennsylvania, has a small, two-cylinder two-truck Shay replica that pulls two open-air passenger cars around a 30-inch gauge loop several weekends each year. The locomotive, No.4, is home built, but after many rebuildings (the majority performed by the former Blue Mountain & Reading steam folks) the engine looks and operates well. The train runs during the annual Thresherman's Reunion each August. There is also a 15-inch gauge live steam railroad, powered by a Crown 4-4-0. Check *www.roughandtumble.com* for details.

Rock River Thresheree

Edgarton, Wisconsin is home to the annual Rock River Thresheree Show held every Labor Day weekend. The "Rock River Cannonball" is pulled by a two-foot gauge 0-4-0 built as an 0-4-0T by Germany's Henschel & Sohn in 1944. For most of its life the engine worked overseas for an industrial firm in Frankfurt. Unfortunately, members of the group have felt the need to "Americanize" the engine with a giant balloon smokestack, wood cowcatcher, box headlamp, four-wheel tender and a wild red and gold paint job to the point that the engine looks little like it did when built. It is steam, though, and worth a visit for diehard fans.

Williams Grove Historical Steam Association

Pennsy steam has been alive in the Keystone State for well over three decades, thanks to the Williams Grove Historical Steam Association and their former Pennsylvania Railroad 0-6-0 No.643. This locomotive, built by the PRR's own Altoona Shops in 1901, operates each year during the annual steam show located near the Williams Grove Speedway in the community of the same name. For years the engine operated lettered for its last owner, the Phoenix Iron & Steel Corporation (where it was No.5). It has since been properly lettered for the Pennsy and given back its old PRR number. The show is normally held during late August or early September. For a price, the group will let you run the engine – well supervised, of course.

Conquering the Appalachians
by Mary Hattan Bogart

From the photos and records of W. C. Hattan a civil engineer, who built much of the Western Maryland and Clinchfield, this 216 page hard cover book chronicles railroad construction through the Appalachians and includes nearly 300 photos. $52.95 plus $4.30 shipping

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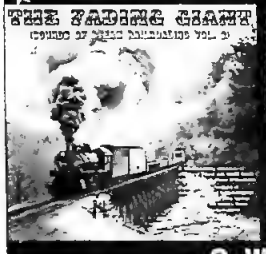

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Railnews

This month's top stories and photos

Amtrak

ACELA DEBUT SET: On November 16, 2000, Amtrak will launch its long-awaited 150 mile per hour Acela Express service on the Northeast Corridor with a day-long inaugural trip between Washington and Boston. From then until service officially begins on December 11th with one daily round trip, the train will be used to familiarize employees with the new equipment. Scheduled time from New York to Boston is three hours 23 minutes, while the New York to Washington leg is carded at two hours 44 minutes with six stops. The company accepted the first of 20 Acela train sets on October 18th. Regular Acela Express service will begin after a second trainset is delivered, and service will increase as additional train sets arrive. Acela Super Express non-stops between New York and Washington are expected to take under 2½ hours in each direction once sufficient equipment is available.

NEW HIGH SPEED RAIL CORRIDORS: New high-speed rail corridors in northern New England and the South Central states, and several expanded existing corridors, have been announced by the Department of Transportation.

The Northern New England Corridor based in Boston will serve Maine, New Hampshire, Vermont and Montreal, Canada. The South Central Corridor will be centered in Dallas/Fort Worth, Texas, and serve Oklahoma, Arkansas and Texas.

Extensions to existing high-speed rail corridors include new routes from Chicago to Toledo and Cleveland, Ohio; a route from Indianapolis, Indiana, to Louisville, Kentucky; and a route linking Cleveland, Columbus, Dayton, Springfield and Cincinnati, Ohio. The Gulf Coast and Southeast Corridors will be linked by new routes between Birmingham, Alabama, and Atlanta, Georgia, and a new route from Atlanta and Macon to Savannah, Georgia, and Jacksonville, Florida. Pennsylvania's Keystone Corridor will get a new route to Pittsburgh.

KENTUCKY CARDINAL: The City of Louisville has persuaded Amtrak to reinstate the sleeping car on the *Kentucky Cardinal*. The city and Amtrak have allocated $450,000 to renovate Louisville Union Station so that the *Cardinal* may eventually terminate there, rather than across the Ohio River in Jeffersonville, Indiana. An additional stop in Columbus, Indiana, is also being considered.The train has carried about 21,000 passengers in seven months.

CASCADE CORRIDOR: On October 6, 2000, a second daily *Cascade* round trip was inaugurated between Eugene and Portland, Oregon. There are now two *Cascade* round trips each day, plus the *Coast Starlight* in each direction.

Amtrak and the State of Washington claim that the 79 m.p.h. speed limit recently imposed by the Federal Railroad Administration on the Talgo equipment used on the *Cascades* jeopardizes their plans to cut Portland–Seattle travel time by an hour. To meet the proposed 2½ hour schedule, trains must operate at up to 110 m.p.h.

The FRA set the 79 m.p.h. limit as a condition to exempt the Talgo equipment from its more stringent passenger car buff strength standards issued in May 1999. Talgos are used on all *Cascade* trains on the Pacific Northwest Corridor between Eugene, Oregon, and Vancouver, British Columbia, the fastest-growing corridor on the Amtrak system.

HEARTLAND FLYER: Grade crossing improvements will allow an increase in speed from 60 m.p.h. to 79 m.p.h. between Oklahoma City and Texas. Meal service will improve after a lounge-dinette replaces the current cafe-coach.

Sounder

SERVICE BEGINS: Sound Transit's *Sounder* service began on September 18, 2000, with two Tacoma-Seattle round trip over BNSF's main line. The trip takes about 55 minutes. Passengers switching to the train will no longer have to battle horrendous traffic between the two cities. The trains feature Bombardier coaches and cab cars pulled by EMD F59PHI locomotives and have all the amenities commuters have come to expect: comfortable seating, laptop outlets and coffee holders.

The startup was not without its glitches. A dispute with the city of Tacoma over the final location of the *Sounder* station delayed startup and located the stop just north of the Tacoma Dome parking structure for now. Other stations yet to be completed include Puyallup and Tukwila. Other stations face construction delays and service can't expand until track work is completed. When all stations are open, and if the Tacoma situation is resolved, *Sounder* projects 18 trips a day on the line. Eventually, service will extend south to Lakewood and north to Everett.

DeQueen & Eastern

100th ANNIVERSARY TRIPS: The 86-mile DeQueen & Eastern and Texas, Oklahoma & Eastern railroads celebrated their 100th birthday on September 29–31, 2000 by offering shop tours and special passenger trains out of headquarters city DeQueen, Arkansas (see **page 29**).

All trips originated in DeQueen, the first passenger trains run by the railroad since 1948, and rare-mileage fans came from all over to ride. On Friday and Sunday, two 20-mile, 90-minute round-trips were operated each day, running west from DeQueen to Eagletown, Oklahoma, then east to Lockesburg, Arkansas, and return to DeQueen. The big trips were on Saturday, when a round trip to Valliant, Oklahoma, on the west end of the railroad was run in the morning, followed by a second round trip to Perkins, Arkansas, on the east end in the afternoon. The trains were run pull-pull, with a DQ&E GP40 on each end, bracketing cars borrowed from the Hugo (Oklahoma) Heritage Foundation and the Kiamichi Railroad. The trains were staffed and promoted by members of the Southern Appalachia Railroad Museum and the Arkansas Railroad Club.

The DQ&E and TO&E were established on September 15, 1900, by the Dierks Lumber Company, to haul lumber from their sawmill to an interchange with the Kansas City Southern at DeQueen. The railroad expanded over the years to serve lumber and paper mills along its route. Dierks Lumber's two million acres of timberland, along with the railroads, were acquired by Weyerhaeuser in 1969. – KEN FITZGERALD

CSX, Norfolk Southern

DRAWBRIDGE AGREEMENT: CSX and Norfolk Southern have reached an agreement which will alleviate the chronic Buffalo bottleneck at CP DRAW on the CSX Chicago Line. Norfolk Southern will double track CSX's former Compromise branch (now Chicago Line Track 3) between CP 2, just west of CP DRAW, and CP 437, just east of the bridge. In return, CSX will grant NS ownership and control of Track 2 across the bridge. With their own track, NS will no longer have to use CSX to cross the bridge, speeding traffic moving between the former Erie east of Buffalo and the former Nickel Plate to the west. Earlier plans had called for construction of a new drawbridge.

R&LHS awards

The Railway & Locomotive Historical Society and announced the recipients of the 2000 Rail History Awards.

The Fred A. and Jane R. Stindt Award for photography went to James P. Gallagher of Baltimore, Maryland, for his lifelong body of work portraying Baltimore area railroads in his distinctive black & white style. Gallagher's work has been featured in his book *Trackside Maryland*, in *Trains* magazine, the *Baltimore Sun Sunday* magazine, and corporate rail publications.

The George W. and Constance M. Hilton Book Award was given to Fred. W. Frailey of McLean, Virginia for *Twilight of the Great Trains*. In his book, Frailey provides a balanced report on how eleven railroads coped with the decline of passenger traffic in the 1960s, and illuminates the differences in management philosphies among the various lines. Frailey has written *Southern Pacific's Blue Streak Merchandise* and *Rolling Thunder*, which he co-authored with photographer Gary Benson.

The David P. Morgan Article award went to Robert C. Post of Federalsburg, Maryland, for *Images of the Pacific Electric: Why Memories Matter*. Post draws on recollections of his childhood in Southern California to weave a vivid story of Pacific Electric's rise as the region's dominant provider of public transportation, and its ultimate decline in the face of competition from the automobile. Post has been widely published, and is past editor and publisher of *Railroad History* magazine.

DEAN FRIEMUND

Twin Cities 'roo-boat

NREX (ex-Hamersley Iron, Australia) C36-7 5059 leads Minnesota Commercial M636 73 and MNNR (ex-BN) C30-7 5487 out of Union Pacific's Hoffman Avenue Yard in St. Paul on a transfer run to Midway Yard (**above**). The unit, part of the railroad's growing GE fleet, has since been renumbered MNNR 59.

Ex-Pennsy E8 restored

Juniata Terminal bought NS E8 1000, ex-Conrail 4020, at auction in July. One of three E8s in Conrail's business train fleet, the former PRR 5809A was restored in the 1960s single-stripe passenger paint scheme. The restoration included reinstallation of portholes and a set of Pennsy's distinctive induction radio antennas (**right**).

KERMIT GEARY, JR.

AEM7s overhauled

Amtrak 905, rebuilt in May, shows off the new Acela Regional paint scheme at the Wilmington electric shops during an open house held on September 9. The AEM7 fleet is currently being rebuilt by Amtrak and Alstom at Wilmington for service on short-distance conventional trains along the Northeast Corridor.

CARL PERELMAN

JOHN HEWITT

Trinity Rail expands

Trinity Railway Express service from Dallas Union Station to Richland Hills, Texas, began on September 18, 2000. The new line serves the Dallas-Fort Worth Airport via a shuttle bus connection, but direct service into the airport is expected to begin next year. TRE equipment consists of F59PHI diesels, and double deck Bombardier coaches acquired new and from GO Transit. On September 30th, a Richland Hills train awaited departure time at Dallas Union Station (**left**).

Warbaby GS-4

For the Southern Pacific Historical and Technical Society convention in Portland, Oregon, GS-4 4449's black BNSF paint scheme was modified to reflect the 1942 appearance of SP Coast Line steam. Complete with a wartime headlight visor and Southern Pacific Lines lettering, the 4-8-4 made several runbys with a short Willamette & Pacific photo freight for Society members at Hillsboro, Oregon on September 30th (**below**).

FRANK KELLER

LARRY R. STILES

Frisco trips scrubbed

Frisco 4-8-2 1522 leaves St. Louis on Saturday, September 30, 2000, on the first of two Amtrak excursions scheduled to run over BNSF's former Frisco line from St. Louis to Hannibal and West Quincy, Missouri. A BNSF freight derailment near St. Louis blocked the main line later that day, stranding the equipment in Hannibal over the weekend.

Steam on the Jersey Central

Susquehanna 2-8-2 142 powered three round trips, using NYS&W equipment, over NJ Transit between Dunellen and High Bridge, New Jersey, on September 10, 2000, to help celebrate Dunellen Railroad Days. The westbound train crossed the former Jersey Central stone viaduct over the Raritan River at North Branch, New Jersey (**below**).

KERMIT GEARY, JR.

KEN FITZGERALD

DeQueen & Eastern's 100th

DeQueen & Eastern GP40s powered six excursions out of DeQueen, Arkansas to celebrate the railroad's 100th anniversary on September 29 – 31, 2000. Two trips a day originated at DeQueen, running west to Eagletown, Oklahoma, and east to Lockesburg on Friday and Sunday. The entire railroad was covered in two separate trips on Saturday (**above**). The five-car KCS *Southern Belle* made an additional special run for dignitaries from DeQueen to Broken Bow, Oklahoma, on Saturday.See related item on **page 26**.

MIKE RAIA

Soo Mike

Soo Line Mikado 1003 powered two trips over Wisconsin Central between Waukesha and Stoughton, Wisconsin, on September 16 and 17, 2000. The train passes a feed mill just west of Waukesha on the 16th (**right**).

STEVE BARRY

BR&W mixed train

Friday, October 13 was another lucky day for New Jersey steam fans, as Black River & Western used 2-8-0 No.60 on its semi-annual mixed trains between Ringoes and the Norfolk Southern connection at Three Bridges. With freight cars and two rider coaches in tow, the mixed train approached Pennsylvania Avenue in Flemington (**left**).

The Great Salt Lake Strikes Again

This time, the water's not rising; the fill is sinking

by Doug Harrop

This engineer's view of the sinkhole at MP 748 on the Lucin Cutoff shows an island of muck forced up from the lake bottom, above the loader's bucket.

THE OTHER DAY, a friend called to say he heard a rumor that the Great Salt Lake was once again rising, threatening to flood the railroad like it did in the 1980s. I told him it wasn't true. The railroad is sinking into the lake.

When Southern Pacific president E.H. Harriman directed his engineers to build a trestle across Utah's Great Salt Lake in 1900, they told him it couldn't be done. His reply was, "Do it anyway." As the twelve-mile-long wooden trestle was being built, 130-foot-long wooden piles would disappear completely into the lake's mucky bottom. Regardless, Harriman ordered the work to continue, and the trestle was completed. Trains began running across the lake on the Lucin Cutoff in 1904, lopping 44 miles of difficult trackage off the Overland Route.

In 1955, the trestle was so worn out by the countless passing trains and extreme elements that a 20 (and often ten) mile per hour speed restriction was imposed on its entire length. The trestle was ordered replaced by a 12-mile fill by president D.J. Russell. Morrison-Knudson, the principal contractor, told Russell the lake bottom was too unstable to properly support a fill parallel to the trestle. Russell, like Harriman before him, ordered the fill to be built anyway, and it was com-pleted in 1959.

By the early 1980s, a wet weather cycle caused the lake to rise to an unprecedented level. Only a Herculean effort by the SP work force kept the railroad above water. (I was out there on work trains six days a week, twelve hours a day, for three years, dumping rock.) A key factor was the construction of a huge pump on the lake's western shore which pulled water from the lake, pushed it up over Hogup Ridge, and out into the vast West Desert. Another round (but not the decision) went to the railroad.

At MP 748, three miles east of old Midlake siding, now removed, the fill has always been slowly sinking . When M-K built the fill, a strip was dredged along the lake bottom up to 200 feet wide before

Detouring over the former Western Pacific due to repairs on the Great Salt Lake fill, IDUOA-31 heads upgrade through Sage siding toward Hoggan Tunnelas an auto train waits in the siding. In the background, a third train is rolling west through Shafter after dropping down from Silver Zone Summit.

dumping rock. They warned Russell that this location would always be a problem. They were right. There is no firm bottom to be found there, but usually all it took was a work train operating for one week once or twice a year to raise the track back to grade. An inch or so of subsidence each month could be handled. Other work trains performed normal causeway maintenance.

That was the way things went until August 2000. Almost overnight, a 100-yard stretch of the causeway at MP 748 started to sink at a rate of one to three feet per day! Work trains were assembled, the maintenance of way force was greatly increased, traffic was interrupted and the battle with the lake began once again in earnest.

No one knows for certain what is causing this rapid rate of sink. Too much tonnage over the causeway? (The former SP has replaced the old WP main as the principal Overland Route to California for Union Pacific). A shift in the sub-lake floor? All we do know is that if the track is raised three feet in one day, it sinks three feet overnight!

The weight of the dumped rock is forcing the soft lake bottom outward and then upward, forming a berm under the surface. In places, the lake floor muck has actually risen above the surface, causing small islands to form 100 feet away from the causeway on both sides. The lake is 30 to 55 feet deep in this area.

Four or five trainloads of rock are dumped each day, seven days a week. The plan is to widen the causeway here one hundred or more feet in both directions, covering the "islands" and hopfully stabilizing the entire area. No attempt will be made to raise the track any more, since it sinks right back down. Currently, the track is not sinking but is barely above lake level.

A trainload of fill from the quarry at Lakeside approaches the sink, while veteran former Southern Pacific maintenance-of-way employees supervise the mammoth earth moving operation.

This seems to be the only workable solution, and everyone is cautiously optimistic that it will succeed. If it does, the project will be completed in three to four months. But another problem is the "winds of winter". The weather, up until now, has been storm-free. But winter storms will come, with ten to 15 foot waves.

A trainmaster (an MTO in Union Pacific lexicon) coordinates the work trains and regular traffic and supervises the moving of the rock once it is dumped. Work trains are loaded at the Lakeside quarry on the western shore of the lake. A new 4300 foot siding (called Marsh) has been built at MP 747 to hold the work train and MofW equipment while they clear normal traffic. This is unsignalled DTC territory, and it takes careful coordination to keep things flowing smoothly and safely. But in the middle of all this activity, some trains do move. At noon, while the work trains are back at the quarry reloading , several trains will move across the lake. Most normal traffic runs at night.

Obviously, this portion of the railroad is off limits to the public, as it has always been. Even though I work as a UP locomotive engineer, I still had to get special permission to drive out to the work site for photography. Other photos were taken from the locomotive cab while passing through the "dip".

The situation has created one plus for railfans in Utah, as six to eight trains each day are being diverted through Salt Lake City and over the old Western Pacific to Alazon, east of Elko, Nevada. Many westbounds are 8000-plus foot long intermodals, and they make quite a sight twisting up and around Arnold Loop and over Silver Zone Pass. Twelve to 15 trains traverse the pass during daylight, up from six to eight before the detours.

Union Pacific is determined to solve this problem, regardless of cost. Abandoning this portion of the Overland Route is not an option; it's by far the fastest, shortest route between Ogden and northern California. But we have all learned one thing from long, hard experience: As long as the railroad crosses the Great Salt Lake, there will be exciting and difficult days ahead for all concerned.

Harold "Heavy" Wilson, in the hard hat, is Union Pacific's long-time maintenance of way foreman responsible for dealing with the treacherous Great Salt Lake fill. A former Southern Pacific man, Heavy's years of experience on the Lucin Cutoff make him the driving force at the work site.

Something Big on the Horizon

by Steve Barry

The wooden elevators of Saskatchewan are coming down

PHOTOGRAPHY BY STEVE BARRY

THE WESTERN CANADIAN SKYLINE is changing. The wooden grain elevators that have served their communities for over half a century are being torn down at a rapid rate.

While the wooden elevators, visible from miles away in the flat Saskatchewan prairie, are vanishing, something even larger is sprouting from the wheat fields. High Through-Put (HTP) elevators, massive concrete structures holding ten times the grain of the local elevators, are appearing along the main lines. Grain is no longer trucked to the local elevator — instead it is trucked to the HTP elevator for eventual rail loading. (Ted Benson calls the HTP's the "death stars" of the prairie.) And with HTPs appearing predominantly along main lines, the branches that rely on the grain season for their existence are facing a very uncertain future.

Given the precarious nature of these Canadian sentinels, I ventured to Saskatchewan in September 2000 to view the changing scene and document what I could. Below are some thoughts and suggestions I'd like to share.

Seeking the elevators

If you want to visit the grain elevators of western Canada, you can't leave soon enough. The elevators are coming down rapidly, as operations are consolidated at the HTP's. But even though a high percentage of the wooden elevators have fallen, there are still plenty of elevators left along the tracks.

TOP: **Canadian National No.114 behind Dash 9-44CWL 2591 passes the Saskatchewan Wheat Pool elevator at Brock, Saskatchewan, on September 7, 2000.** ABOVE: **A typical grain hopper sits at the AgPro elevator in Saskatoon.** BELOW: **It seems every town along the tracks in Saskatchewan has a "Railway Avenue" such as the one found in Brock.**

Saskatchewan is a good place to photograph elevators, since the Saskatchewan Wheat Pool, the company that operates the majority of elevators, has been a little slow in tearing down its unused ones. SWP, however, is on an agressive plan to close as many local elevators as possible, and since SWP elevators are the only survivors in many towns, once these come down the existing elevators will be much more spread out.

In Saskatchewan you'll find that the silver elevators of SWP are the most common. There are also a few SWP elevators in barn red paint. The next most common are orange elevators operated by Pioneer. Rather than closing their wooden elevators, Pioneer is for the most part assimilating them into more modern structures by attaching Borg-like appendages such as

steel silos. There are also elevators for operators such as Paterson scattered about.

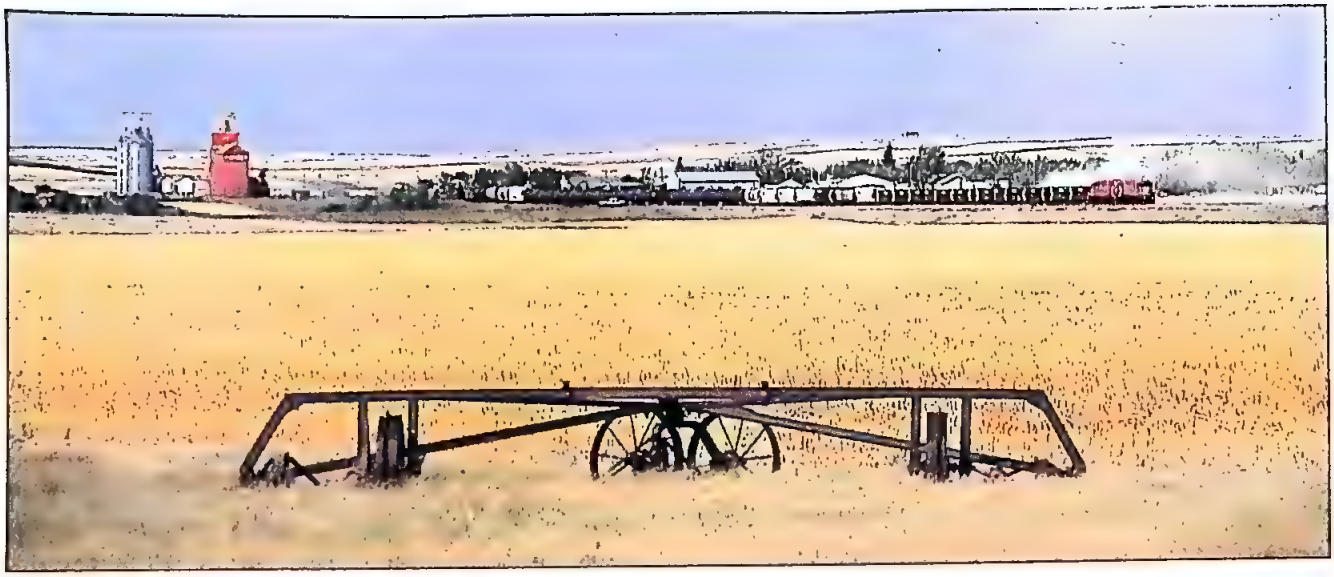
Over in Alberta, elevators are far fewer, as the successor to the Alberta Wheat Pool has agressively closed and torn down local elevators. Along the Canadian Pacific main line, for example, you won't find many elevators. Along the branches, elevators are more plentiful, although trains are more scarce.

For the railfan who wants to maximize time for shooting elevators with trains passing, southwest Saskatchewan is a good place to visit. Elevators exist along both the Canadian National and Canadian Pacific transcontinental main lines, and there are a few branch lines that see daily trains even when it isn't grain season.

Before leaving, two books are absolutely essential. First is *Wheat Kings: Vanishing Landmarks of the Canadian Prairies* by Greg McDonnell (Boston Mills Press, 132 Main Street, Erin, Ontario, Canada N0B 1T0), a photo book of the changing Canadian prairie. If you aren't sure you want to visit this part of Canada, this book will absolutely convince you that a visit is in order. The second book is the *Canadian Trackside Guide* (Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, Canada K1N 8V1). This book will give you line-by-line "employee timetables," plus all the scanner frequencies, locomotive rosters, maps and the like.

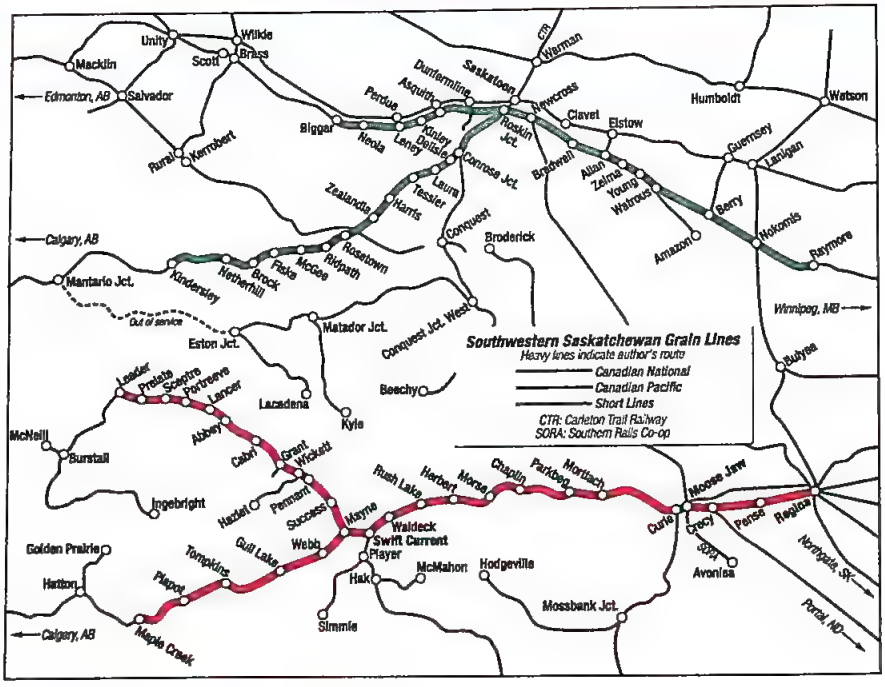
As far as logistics go, flying into Regina will get you near the heart of elevator land, but you might want to consider basing your operations out of Swift Current. This town has the CPR main line passing through, and the Empress Subdivision ends just outside town. From Swift Current, you can reach Kindersley and the CN Rosetown Sub in about 90 minutes, or the CN main line in about two hours. Chain motels such as Super 8 can be found in Regina, Swift Current, Moose Jaw and Kindersley.

TOP: **Canadian National train No.114 passes many wooden elevators on its trek over the Rosetown Subdivision from Kindersley to Saskatoon. The National elevator in Netherhill no longer sees rail service.** ABOVE: **CN Dash 9-44CWL's 2591 and 2523 and Dash 8-40CM 2446 lead an eastbound past the SWP elevator at Harris.** BELOW: **Entering the Rosetown Sub at Kindersley, No.114 passes two SWP elevators. A Pioneer elevator in the distinctive orange paint is on the west end of town.**



Chasing CN train No.114

For a good fast-paced chase that yields a lot of shots of elevators with trains passing, it's hard to beat the Canadian National's Rosetown Sub, running 121 miles between Kindersley and Saskatoon. Train No.114, a mix of intermodal and merchandise, traverses this line eastbound in the morning, yielding numerous well-lit shots. The train moves along briskly at about 40 miles per hour, but Highway 7 follows right along and, with a posted speed limit of 100 k.p.h. (a little over 60 m.p.h.) it's easy to overtake the train. Grain elevators are spread out every seven to ten miles, and you'll see them well in advance. It's easy to shoot No.114 passing an elevator; just get ahead of the train, find the next elevator and



you'll still have a few minutes to set up.

Kindersley is home to three elevators, with an orange Pioneer elevator west of town and a pair of silver SWP elevators in town. There will be a crew change in Kindersley as the train comes off the Oyen Subdivision, so you'll have time to get ahead.

A High Through-Put concrete super-elevator is located east of town, a sign of the changing prairie times. Once past the HTP, you're in local elevator country, starting with a forlorn red elevator lettered for National located near the CN tracks in Netherhill.

Brock boasts two elevators, including one of the best-looking red Saskatchewan Wheat Pool elevators you'll find. Another SWP elevator, this one silver, is located in

TOP: **A CPR local works the Empress Sub east of the town of Sceptre, Saskatchewan, on September 8, 2000. The blowing smoke from the first few cars on the train is from a ballast-dumping operation the crew has volunteered for to get some extra pay.** LEFT: **With GP38-2 3044 on the point, the Empress Sub local passes the first of three elecators located in the town of Cabri.**

LEFT: **A local train is about to embark on its all-day trip down the Empress Sub as it arrives in Leader, Saskatchewan. The train will pass wooden elevators in nearly every town between Leader and Success on its way to Swift Current.** BELOW: **Unfortunately, many of the grain elevators along the tracks in Saskatchewan today will ultimately face the same end as the elevator that once stood along the CPR in Nokomis. In contrast to this destruction, the former CN station and CPR water tower in Nokomis have been preserved.** BOTTOM: **Perhaps one of the first to go will be the Saskatchewan Wheat Pool elevator at Zelma. An eastbound CN grain train rumbles by on September 9, 2000.**

Fiske. And a third variety of SWP elevator, this time red without the distinctive "Pool" herald, is found in Ridpath.

Rosetown is the biggest town on the line, and it has a string of three elevators — two SWP's and one Pioneer. The train slows through town, and may even stop to do some work. Rosetown has two more elevators in town, these on CPR's Kerrobert Subdivision. Another nice string of three elevators can be found in Zealandia. Harris has a solitary silver SWP elevator, while Tessier has a solitary red SWP. A pair of silver SWP's are found in Laura, and the same is true for Delisle.

Much of the elevator activity around Saskatoon has been consolidated in the city so Delisle, 20 miles outside Saskatoon, marks the end of the elevators on the Rosetown Sub. It is possible, however, to shoot every elevator between Kindersley and Delisle with No.114 going past and still get into Saskatoon by lunchtime. Counterpart train No.115 gets out of Saskatoon in the early evening, and could provide a chase as far as Rosetown in the summer months.

The Empress Subdivision of the Canadian Pacific

One of the most impressive strings of surviving elevators can be found along the Canadian Pacific Empress Subdivision. This line leaves the CPR transcontinental main just west of Swift Current at Mayne and runs 88 miles to Leader. This line makes a good year-'round target, as there is a local freight that serves the line — you don't need a grain train to provide a chase. Also, the local freight runs with a trailing caboose.

The best way to find out if there is any traffic on the Empress Sub is to check in at the CPR office in Swift Current. Even if a train has left Leader while you're still in Swift Current, the track speed of 25 miles an hour will allow you to intercept the train with plenty of chase left. The railroad is almost always is sight of Highway 32, and its posted speed of 100 k.p.h. makes chasing simple.

ABOVE: **The last rays of the day glint off the sides of autoracks as a CN eastbound train pulls to a stop at Biggar, Saskatchewan, on September 7, 2000. Biggar has three elevators along the CN and one along the CPR.** LEFT: **Earlier that evening, CN SD75I 5695 leads a westbound train from Saskatoon past the Saskatchewan Wheat Pool elevator at Kinley.** BELOW: **A Paterson elevator along the Canadian Pacific main line at Parkbeg reflects upon an uncertain future.**

If you time your arrival in Leader properly, you'll find a crew waiting for the local freight at the CPR office. The freight comes off the Burstall Subdivision just west of the office. You can get the train passing the three elevators in town (including a bright orange Pioneer elevator bracketed by a pair of SWP's). Just east of Leader, the train passes a High Through-Put elevator, which will probably be the death of many of the local elevators along the Empress Sub.

Moving east, the first town encountered is Prelate, location of a white Paterson elevator. A pair of elevators are in Sceptre, with an orange Pioneer elevator keeping company with an SWP. If you hustle east out of town, you can get some very nice shots of the train passing an abandoned house, barn and windmill with the Sceptre elevators in the background.

An elevator that has lost its markings is located in Portreeve, but a very nice Pioneer elevator is situated in Lancer. Another of the ubiquitous SWP elevators is located in Abbey.

Cabri is the largest town on the Empress Sub, and it boasts three elevators. In addition to the SWP elevator, Pioneer has a pair of orange ones. Continuing east, a run-down elevator is located in the middle of nowhere halfway to Pennant, and Pennant boasts an SWP elevator that still has rail service. A hillside just west of the Pennant elevator provides a good vantage point to shoot the local's caboose going by the structure in a "going-away" view.

If you want a chase that ends in success, this is the one — Success, Saskatchewan, to be precise. A pair of SWP elevators are the easternmost ones on the Empress Sub. At this point the train is 14 miles away from the CPR main.

The Empress Sub will be undergoing a change as

RIGHT: **Canadian Pacific AC4400CW 8512 has an eastbound in tow past the side-by-side Saktachewan Wheat Pool and Paterson elevators in Mortlach on September 17, 2000.** BELOW: **The previous evening, a westbound CPR train was chasing the setting sun through Mortlach.** BOTTOM: **A pair of Paterson elevators sit by the CPR main line at Morse, Saskatchewan, one in silver paint and the other in more typical Pioneer orange. A pair of AC4400CW's lead a potlatch train westbound past the Pioneers on September 16, 2000.**

Saskatchewan Wheat Pool consolidates its elevators. The train crew told me that three of the existing SWP elevators along the line were scheduled for demolition before 2001.

Along the Canadian National

Along the CN main line you'll find elevators spread out on either side of Saskatoon. Heading east from the city you'll first encounter a silver SWP elevator in Bradwell, which no longer sees railroad use (see final frame, page 66). Continuing east, Allan boasts four elevators, including two silver SWP's, a gray Parrish & Heimbecker and an unlettered green elevator. All four elevators are lined up along the south side of the CN main.

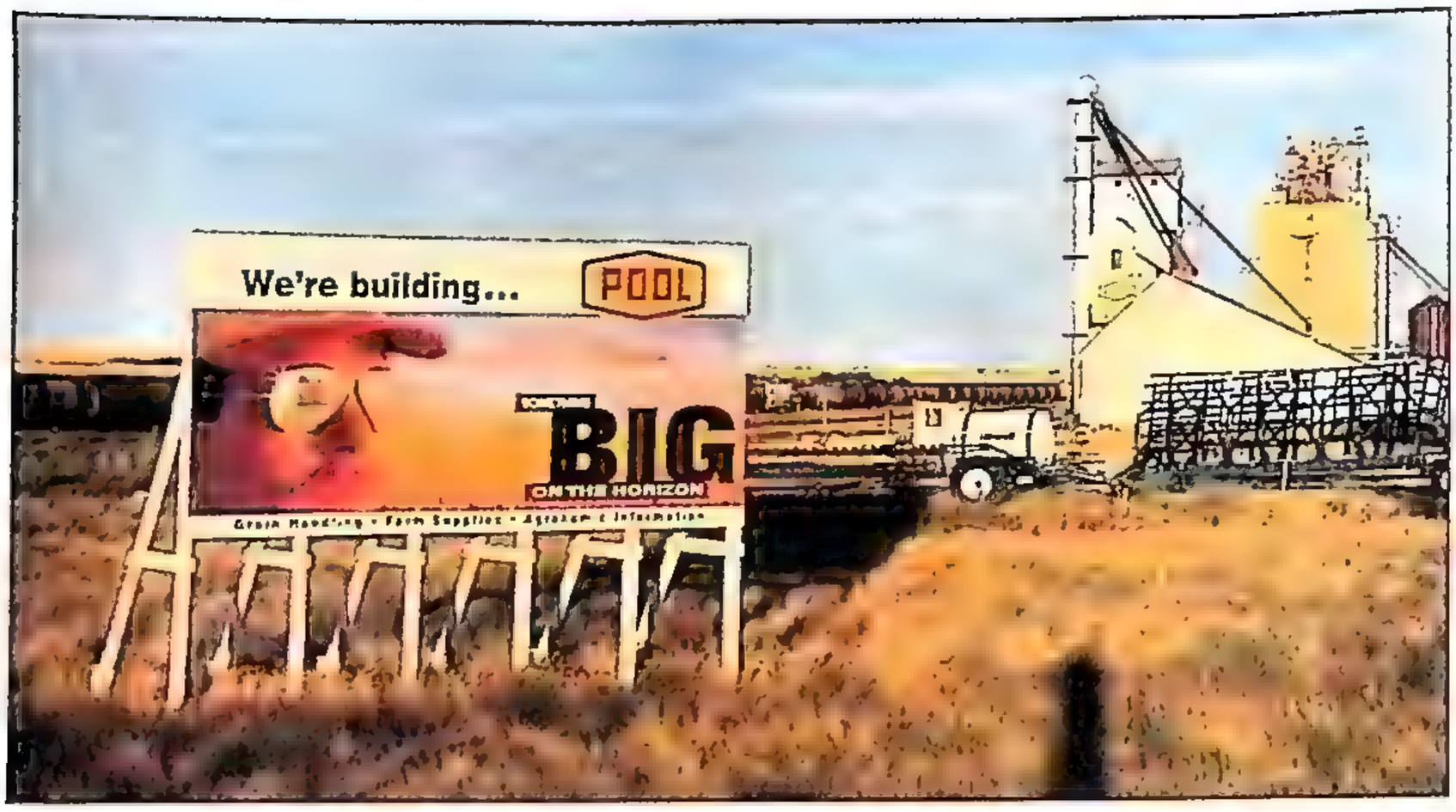
All by itself in a large field is a barn red SWP elevator at Zelma. Talking with some locals, we found that the fate of this elevator is very much in doubt. Alas, it is one of the more photogenic locations along the main. The large silver SWP elevator in Young, however, is still very much in use and sees rail service.

At Nokomis, the CN main crosses the CPR's Lanigan Subdivision. The former CN station is on display here, as is one of CPR's unique octagonal water tanks. Alas, an elevator along the CPR was in the final stages of demolition in September 2000. There is no elevator here along the CN. Continuing east, there is another silver SWP elevator at Raymore. This is as far east as we went on our trip.

On the other side of Saskatoon, the CN main line is shadowed by the CPR Wilkie Subdivision. Along the CNR main line, the first elevator you'll encounter is at Asquith. Once again, this is a silver SWP elevator. Moving west, Kinley also has a silver SWP elevator.

At Perdue you'll find twin SWP elevators along the CPR. The CN runs a couple of miles south of town, and there you'll find an elevator lettered for the location of "Leney."

Biggar marks the west end of the CN's Watrous Sub, and you'll find three elevators spread out along the main. At the north end of town is a silver SWP elevator.



LEFT: Saskatchewan Wheat Pool has billboards up proclaiming "something big on the horizon" — namely, new high through-put elevators that are replacing the wooden local elevators. The old Swift Current wooden elevator and the new HTP just down the CPR main line bring the billboard's message home. BELOW: It's easy to see that the wooden grain elevators have classic character. A look up the side of the SWP elecator at Gull Lake reveals the well-worn hard-working character typical of western Canada's prairie sentinels. BOTTOM: CPR AC4400CW 9558 leads an eastbound train past the line-up of elevators at Gull Lake on September 16, 2000. Present are elevators of Pioneer, Saskatchewan Wheat Pool and United Grain Growers.

At the south end of town is an elevator operated by United Grain Growers. Finally, a Pioneer elevator is located just a little further south. Perhaps the most noticeable elevator in Biggar, however, is the SWP elevator located along the CPR on a hill north of town.

Plenty of elevators along the CPR

If chasing isn't your style, but you still want to get a lot of elevators with trains going by, then the Canadian Pacific main line may be for you. West of Regina, you encounter your first elevator at Pense, a silver SWP. This is the only elevator along the CPR's Indian Head Sub between Regina and Moose Jaw, where the CPR main becomes the Swift Current Subdivision.

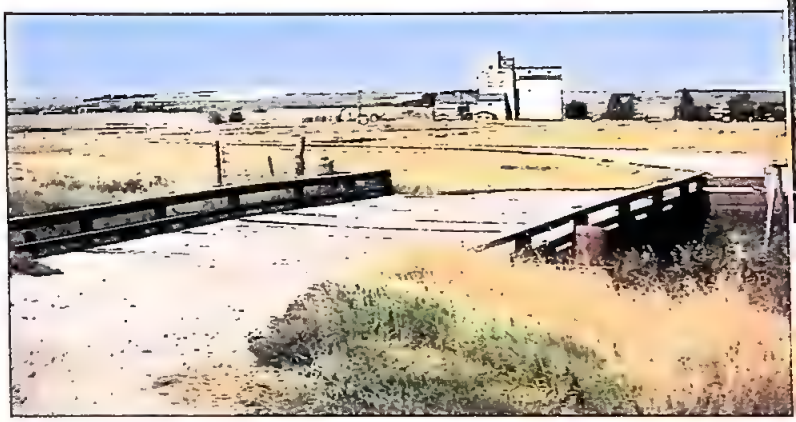
West of Moose Jaw, the elevators are plentiful. Mortlach as two elevators, one each of SWP and Paterson. Parkbeg has a nice Paterson elevator. The SWP elevator at Chaplin is one of the few on the north side of the tracks, putting light on the trackside "face" for photography. Morse has two elevators, both Pioneers but one painted silver and the other the more typical orange.

At Herbert there are two elevators, one SWP and one Paterson, and another SWP at Waldeck. The city of Swift Current marks the end of its namesake subdivision, and there are a couple of wooden elevators here. The SWP elevator at the west end of town is in the shadow of a new concrete HTP elevator.

Continung west, you're now on the Maple Creek Sub. The next elevator is 20 miles west at Webb, a silver SWP. Gull Lake is one of the nicest locations on the CPR main line, especially the morning view of trains sweeping off the curve past three elevators. SWP and Pioneer each have an elevator here, and there is a dilapidated United Grain Growers elevator, as well. Tompkins has the last two elevators on the CPR main before entering Alberta, but these are difficult to shoot. It's 35 miles

LEFT: **White SD40-2 6608 from CPR subsidiary Soo Line passes the white Paterson elevator at Parkbeg on September 17, 2000. Intermodal trains make up the bulk of the traffic on the CPR main, a contrast to the old wooden elevators.** BELOW: **Seemingly alone on the prairie, the Saskatchewan Wheat Pool elevator at Waldeck sits along the quiet (for the moment) CPR main line.** BOTTOM: **A setting sun highlights a westbound CPR stack train passing the SWP and Paterson elevators at Herbert on September 6, 2000. The main line is divided into the Indian Head Sub east of Moose Jaw, the Swift Current Sub between Moose Jaw and Swift Current and the Maple Creek Sub westward to Alberta.**

from Tompkins to Maple Creek and another 60 miles to Medicine Hat, Alberta, and the concrete HTP elevator in Maple Creek has pretty much resulted in the extermination of all the local elevators in that stretch.



The changing horizon

Let me repeat — it is not too soon to visit Saskatchewan. If you go even as soon as spring 2001 you will find that many of the elevators mentioned in this story are likely gone, especially those operated by Saskatchewan Wheat Pool. You'll find a lot to like in Saskatchewan, and the sight of silver SWP elevators on the prairie lit at night by a full moon is one I'll not soon forget. It's a land of open skies and open roads, and it's great to be watching trains in a place where something big on the horizon is a friendly local grain elevator.

Southern Pacific 1744 Steams Again

A Baldwin classic again pulls passengers, in Louisiana

Ken Fitzgerald

PHOTOGRAPHY: KEN FITZGERALD

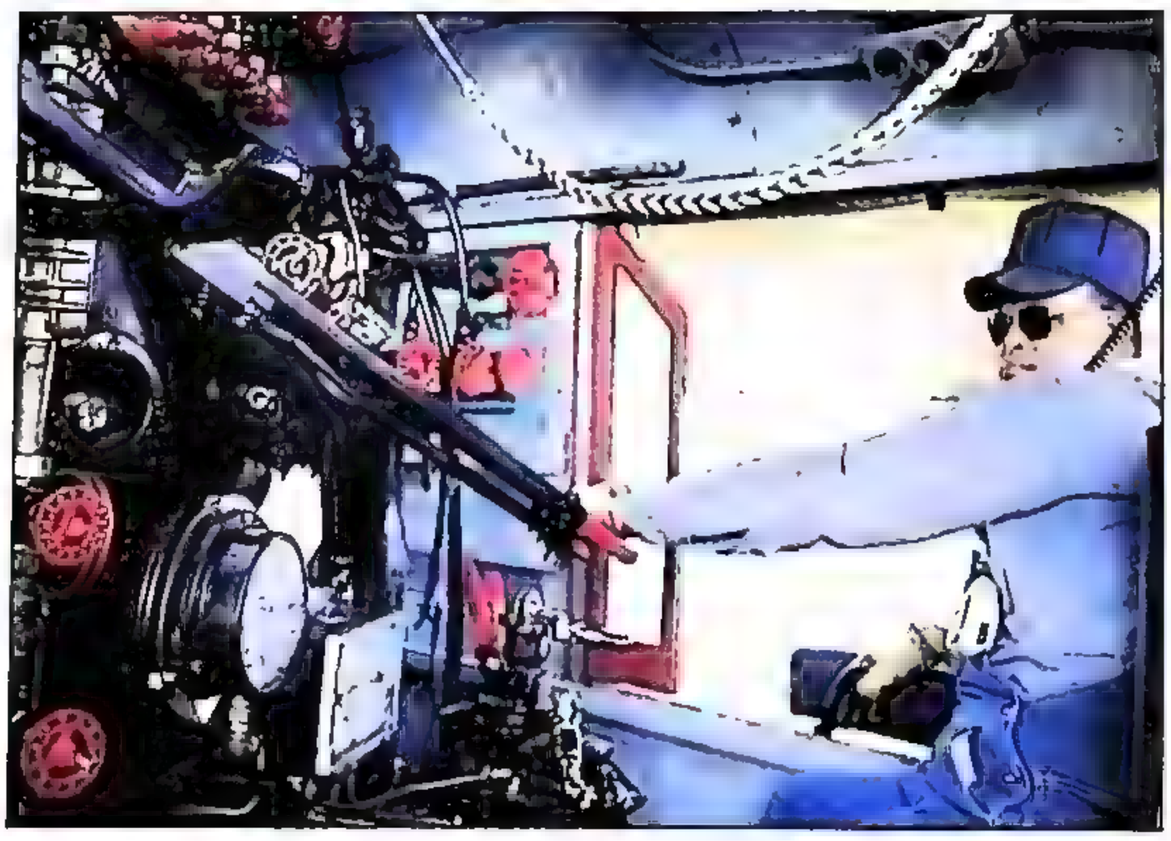
WHEN PEOPLE see me coming these days, their eyes are drawn to the number "1744" with a plume of smoke rising from it on the front of my baseball cap. Once they catch sight of the date "August 28, 2000" sewn on the back, their curiosity drives them to ask what it all means. I tell them it symbolizes the story of a lot of ingenuity, hard work, and perspiration on the part of a small band of dedicated men to bring a piece of history back to life once again.

In November of 1901, the Baldwin Locomotive Works in Philadelphia released a Vauclain Compound 2-6-0 Mogul built for the Southern Pacific designated class M6, carrying the number 1744. Weighing 173 tons with tender, and carrying a boiler pressure of 200 p.s.i., her 63-inch drivers allowed a maximum speed of 65 m.p.h. Her tractive effort of 33,200 pounds soon earned the nickname of "Valley Malley"; she could pull as much (approximately 50 reefers) on level track as a Mallet could pull in the mountains.

She served well over the years, was simpled (had the Vauclain Compounding removed) in 1912 and had a superheater installed at the Sparks shops in 1919.

The last great moment of her first career took place in 1958, when she was used on Southern Pacific's Napa Valley branch for the filming of *This Earth is Mine* starring Rock Hudson. In 1959 she was donated to the Sons of the Utah Pioneers and displayed in Corrine, Utah. After resting quietly for 21 years, she was sold to the Wasatch Mountain Railroad and ran on the Heber Creeper from 1981 to 1989.

In December 1990 the 1744 was sold to the Fort Worth & Western, where she was intended to be the back-up engine for smaller sister 4-6-0 number 2248 on the new *Tarantula Express* tourist train. Arriving in Fort Worth, she was operated for several days, and then her fires were dropped for what was to be a ten-year sleep. As the weeds slowly encroached and the ravages of time and rust took their toll, it seemed she was all but forgotten in her little corner of the ex-Frisco Eighth Avenue yard. Forgotten by everyone but Joe Dale Morris, Director of Safety, Training and Compliance for short line operator Rio Grande Pacific.



TOP: **New Orleans & Gulf Coast 1744 is posed with the Fort Worth skyline as a backdrop during a September 6, 2000 break-in run on the Fort Worth & Western.** ABOVE: **FWWR employee Joe Dale Morris was instrumental in convincing parent company Rio Grande Pacific to fund the restoration.**

A retired Army colonel with military railroad operating experience, Joe Dale had worked with the Texas State Railroad and Austin Steam Train Association during the formative years of their steam operations. Though some said 1744 was finally ready for the scrapper's torch, he believed the engine had some life left.

A private effort to raise funds for a rebuild failed, but then Joe Dale's bosses at Rio Grande Pacific saw merit in the project, and purchased the 1744 from the Fort Worth and Western on May 21, 1999. What some had said was the impossible task of rebuilding the engine was now undertaken by Joe Dale along with Richard Benton, William Balzen and Steve Clark of Fort Worth & Western; Ron Larson of Southwestern Steam Loco-

...ives; Hal ...sal from Union Pacific Independent contractors Gary McCord, John Luther Seay, Bo Powell and Tim Sutton; and Kelly Ingersoll of Accurate Manufacturing.

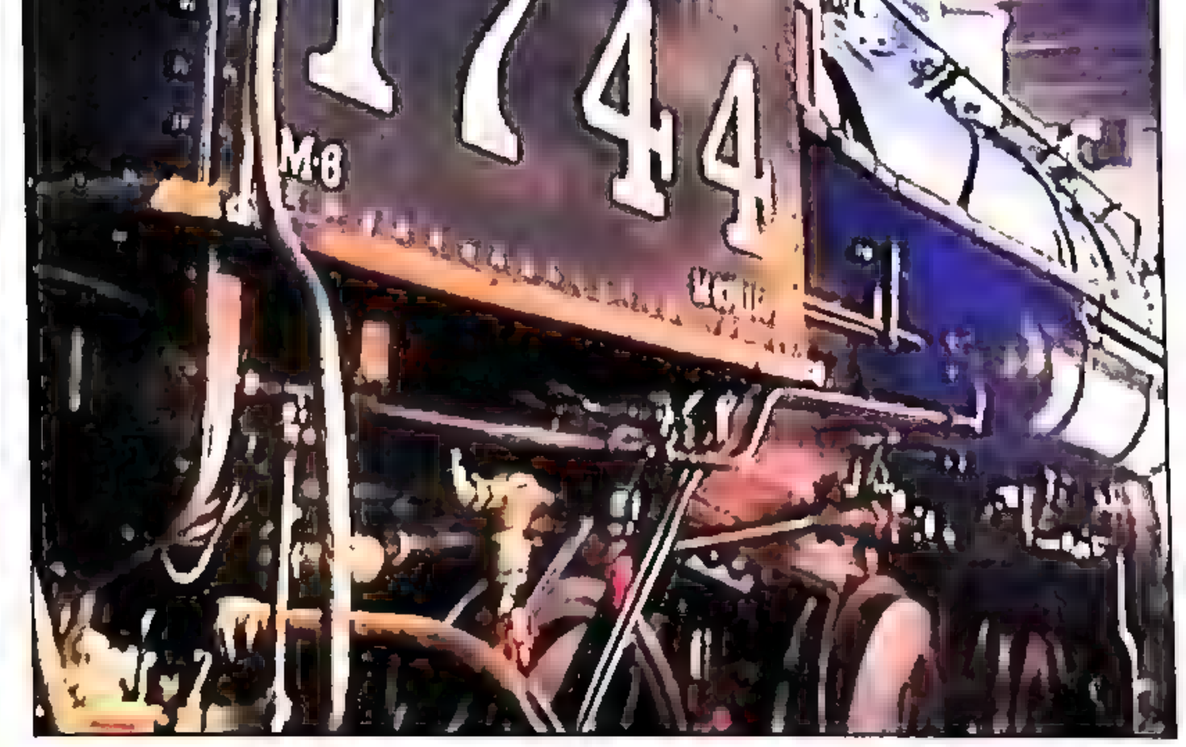
With a gang laying snap track sections in front of her, the evening of August 28th saw 1744 move under her own power from her not-so-final resting place out to live rail.

Over the next few weeks, break-in runs on the Fort Worth & Western proved the quality of the workmanship, as the biggest problem encountered only required the eventual replacement of her air pump assembly. FRA inspections were passed, and several runs hauling non-revenue passengers were made with a coach borrowed from the Fort Worth & Western. Since FWW Ten-Wheeler 2248 has been out of service since January 2000, local citizens once again turned out in droves to watch 1744 show off and to hear that beautiful six-chime whistle.

Although the engine reflects her SP heritage as accurately as possible, the tender is lettered "New Orleans & Gulf Coast," for her new home on that Rio Grande Pacific short line. She will operate in passenger service out of Belle Chase, Louisiana, across the levee from New Orleans. Pull-pull operation is planned, using seven ex-Long Island single level cars (five coaches and two parlors), with 1744 on one end and an F7 on the other.

At press time in mid-October, Rio Grande Pacific was waiting for two flat cars to arrive in Fort Worth so 1744 could be loaded and transported to New Orleans over the Union Pacific. For a while, moving her under steam over the Kansas City Southern to New Orleans was considered, but the details could not be worked out in time. Information and schedules can be obtained by calling Rio Grande Pacific toll free at 877/431-1744 (*www.rgpc.com*).

CLOCKWISE FROM RIGHT: **Joe Dale Morris looks back from the cab at the Stockyards station in Forth Worth; during a break-in run, the crew is on the ground as 1744 meets FWWR 5020; Hal Jaussi (in the steam dome) and Tim Sutton exchange greetings during the early part of the restoration; painter Bo Powell decorates a driving wheel axle with a Texas star.**



Southern Pacific 70-tonners

GE branch line power served Oregon forests and Arizona deserts

by Joseph A. Strapac

DAVID LUSTIG, AUTHOR'S COLLECTION

MOST IMPORTANT Class One railroads have "neighborhoods" that aren't as busy as the main line. But today it's some-times difficult to understand — or even imagine — just what the term "branch line railroading" meant some 50 years ago.

Even during its best days, the Southern Pacific operated branches in every corner of its system, where main line road locomotives were never seen. In western Oregon, in southern Arizona and east of San Diego, SP had to match its new diesels to the dubious strength of old wooden bridges and lightweight branch line rails.

In 1949, Southern Pacific branches were powered by steam, usually old steam at that. Oregon branchline locomotives were usually 60-year-old 4-8-0s (Twelve-Wheelers, in SP parlance). After they were demoted from main line chores in 1905-'10, the railroad simply pushed them out to the fringes of the huge system and forgot about them. For decades, their task was to haul logs and finished lumber out of the woods and deliver it to yards at Portland, Salem and Eugene. But they couldn't be ignored forever.

SP owned 33 4-8-0s in January 1949. By then, they were really old and worn out after years of deferred maintenance, but they did well at hauling log trains. Those assigned to Oregon weighed just 60 tons on drivers and delivered about 30,000 pounds of tractive effort. These were truly short line specifications, and it would take a diesel locomotive designed for short line work — definitely not a GP7 — to replace Souothern Pacific's branchline steam in Oregon.

In those days, railroads dieselized steam operations by buying pounds of tractive effort. If ten steam locomotives were assigned to a service territory, and their total tractive effort was 350,000 pounds, then the railroad would shop for a mix of diesel units that would exert almost exactly the same amount of tractive effort — presumably retaining exactly the same hauling capacity. Sounds quaint, but they really did do it that way.

At this point, the General Electric salesman showed up with a motive power prescription in his catalog. GE's successful 70-ton diesel switcher was a locomotive that promised the same aggregate tractive effort, higher availability, less wear and tear on bridges and track, the retirement of steam servicing facilities and a stunning reduction in maintenance costs.

ABOVE: **After plying the backwoods lumber branches of Oregon for more than a quarter century, Southern Pacific 5103 and 5100 spent a June' 1975 evening resting with a snowplow in Eugene, Oregon.** BELOW: **In July 1956, four-year-old 5103 and a mate await the call for a log train at Salem.**

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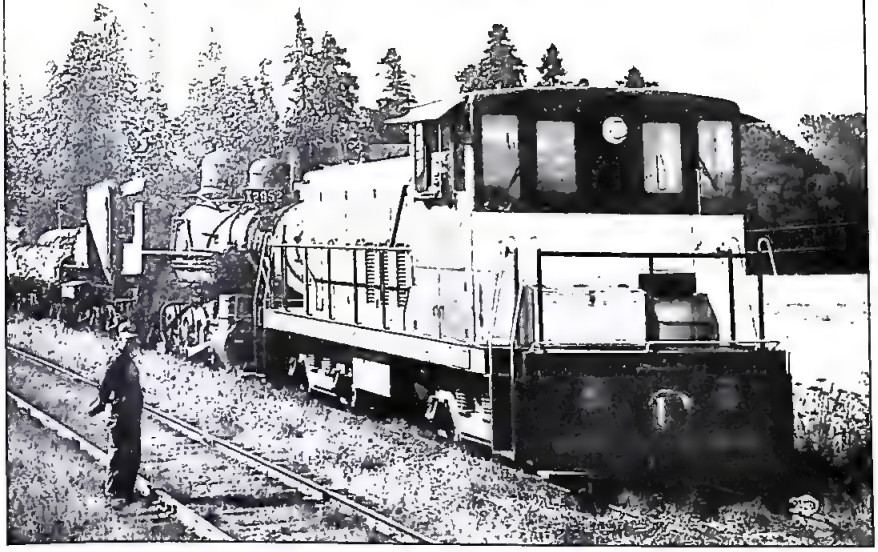


ABOVE: **Nearly new SP 5107 rescued dead Twelve-Wheeler 2952 on a log train in August, 1950 at Norway, Oregon. The SP is in the siding, awaiting Coos Bay Lumber No.9.** BELOW: **Twelve-Wheeler 2945, at Portland, Oregon in October 1947, typifies Southern Pacific's branchline power in the woods.**

SP was convinced. An order was inked with GE for ten 70-ton diesels totaling 347,500 pounds of tractive effort. Ten of the most worn out Twelve-Wheelers (with a total 314,960 pounds of tractive effort) were targeted for replacement; the oldest (SP 2929) dated back to August 1883.

The first three new GE units, 5100-5102, arrived in April 1949; the remainder were delivered in June. After a few months of testing the new diesels, SP wrote off those ten old Twelve-Wheelers; one in August 1949, six in November and three more that December.

Because the 70-Tonners were considered road freight engines, the cab and hood ends were painted aluminum, with diagonal orange switcher stripes along the frame. They were light enough to operate on 50- and 60-pound rail — then still common in Oregon — as well as on bridges where axle loading was limited.

Enginemen immediately fell in love with the new power. No.5107 received a new linoleum cab floor at her engineer's personal expense, which he installed on a weekend. They were always ready for service, and truly fulfilled the builder's promise of a 30% return on investment.

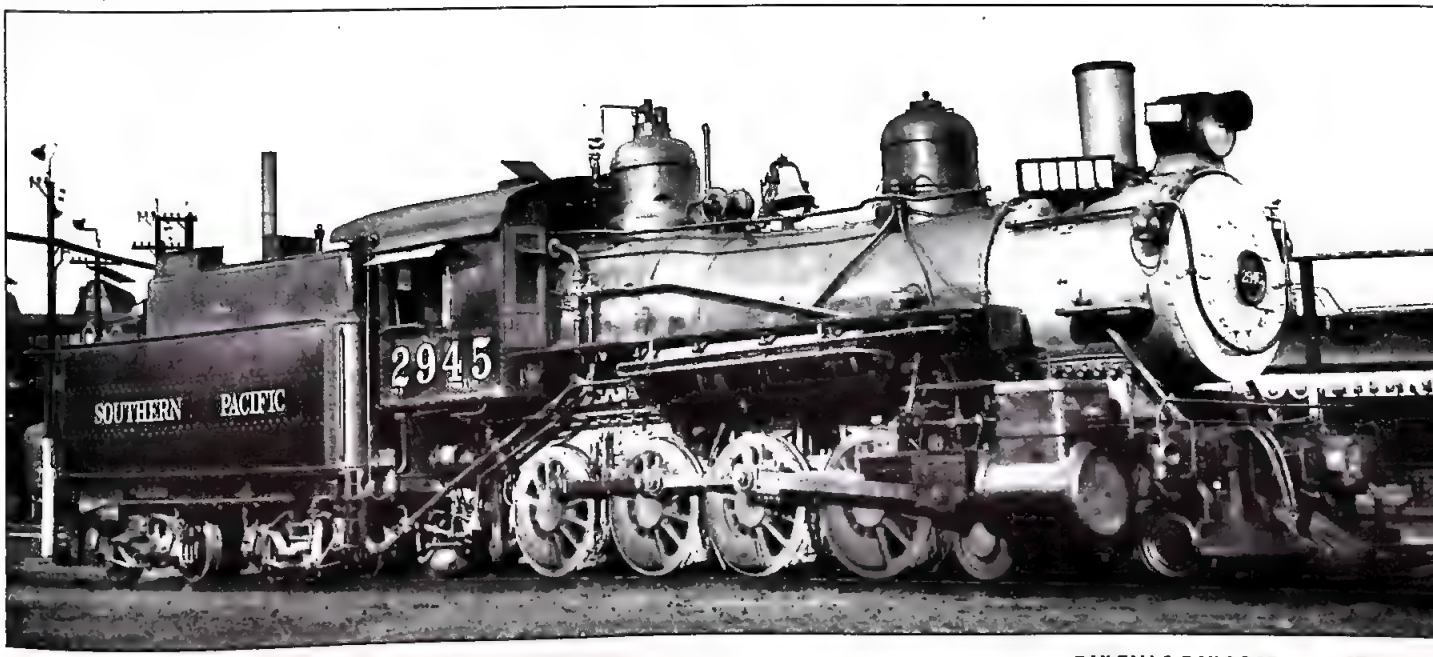
In 1950, SP purchased four more units, 5110-5113, and in 1951 bought five more, 5114-5118 including former GE demonstrator No.1. SP 5100-5106, 5109 and 5114 were upgraded in the early 1950s with multiple unit equipment and inter-unit gangways. The final two units, 5119-5120, arrived in 1955 factory-equipped with m.u. capability.

Where did the 70-Tonners live? All over Oregon, for starters. They began and ended their years there. Throughout the '50s and early '60s, lumber started its trip out of Oregon behind 70-Tonners. Another enclave was the San Diego & Arizona Eastern, an SP subsidiary in the far southern corner of California. They worked in multiple on the SD&AE branch to El Cajon, another territory "blessed" with light rail and limited bridge loadings. The SD&AE received rail and bridge upgrades by the late '60s, and SP was able to assign multiple-unit EMD switchers, weighing 115 tons each, to the El Cajon run. A few of the little GEs were assigned to other branches in Arizona, as well.

Most SP 70-Tonners ran up impressive service records, with the 5100 boasting more than 10,000 days at work (27½ years) on home rails before being sold to work for two more owners. Seven were off the roster before their thirteenth birthdays, but the rest put in 14 to 19 years of service. The last three on the roster (5100, 5103 and 5109) each were in service over 25 years. All three continued to work for their new owners. The first 70-Tonners to leave the roster (5104-5105) were sold in the spring of 1961, while the final three went in 1974-'76.

Southern Pacific's 70-Tonners operated far away from the main line (where a diesel could do really useful work, according to GP7 designer Dick Dilworth). Their home environments were much more like short lines than big-time, modern main lines. SP owned more of these diminutive diesels than any other operator. Could there be a more resounding testimonial?

DON ROBERTS, AUTHOR'S COLLECTION



Why the 70-Tonner?

GENERAL ELECTRIC combined with the American Locomotive Company to build large switching and road locomotives. Alco built the diesel engine and the locomotive itself, while GE contributed the electrical gear and technical assistance as Alco learned to develop bigger, improved diesel engines.

Because of this partnership, GE chose not to compete directly with Alco, and instead went after the part of the locomotive market where Alco had no interest — small switchers for short line and industrial railroads. At that time, GE didn't build its own engines, buying them from Caterpillar, Cummins and Cooper-Bessemer.

After World War II, GE forecast a significant demand for small diesel locomotives to replace steam on short lines. In 1946, GE rolled out an end-cab switcher weighing just 70 tons, power-ed by a Cooper-Bessemer diesel engine of 660 gross horsepower (technically, the ancestor of the engine that later powered GE's U-Boat line). Weighing 30 tons less than a contemporary Alco, Baldwin or EMD 660 h.p. switcher, this new unit was not intended for heavy switching jobs in large yards.

By using a modern, high-speed diesel engine, GE offered a power plant that could be shut off after a shift and started the next morning with the turn of a key. No fuel was consumed when the GE locomotive wasn't working. In contrast, a locomotive-type diesel engine was designed to keep running all the time, even when off-duty.

An aggressive sales program included 70-Ton demonstrators (locomotives owned by the builder and loaned to a potential customer for testing), a strong maintenance training program, and the promise of quick parts support from nearby GE warehouses. GE engineers would be there to advise the railroads during the conversion from steam to diesel.

GE was not shy about "friendly credit terms," either. The ancestor of today's GE Capital Corp. was right there to provide installment plan financing. Railroad management could pay for new diesels with the money they didn't spend keeping steam in service. By then, it had been proven that a new diesel switcher could pay for itself in five to seven years.

The 70-Tonner enjoyed steady sales from 1946 into the mid-'50s. When it was finally phased out in 1958, 193 units had been built for customers in the United States, with another 37 sold in Canada.

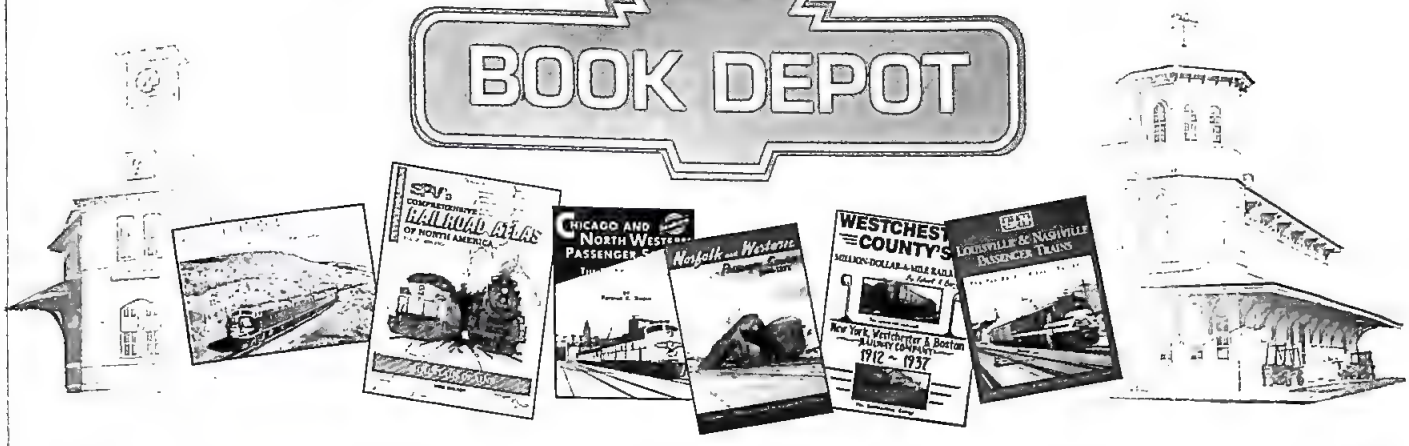
Southern Pacific 70-tonner Roster
Compiled by Joe Strapac

R/N	S/N	BLT	RET	Disposition
5100	30034	4/49	1977	Sold, Weyerhaeuser Timber Co. 2901; sold 1988, East Portland Traction Co.; to Samuels Steel Products 5100; restored in delivery paint
5101	30035	4/49	1968	Sold, National Metals 506
5102	30036	4/49	1965	T-I, Alco, scrapped
5103	30166	5/49	1975	Sold, Chrome Crankshaft; sold 1977, Stauffer Chemical Co. #510, Sage, WY; Corporate name changed 1993, Rhone-Poulenc Chemical Co. Moved to Wooly Valley, ID
5104	30167	5/49	1961	Sold, Weyerhaeuser Timber Co. 104
5105	30168	5/49	1961	Sold, Weyerhaeuser Timber Co. 105
5106	30169	5/49	1968	Scrapped, SP Eugene
5107	30170	5/49	1966	Scrapped, SP Sacramento
5108	30171	6/49	1967	T-I, Alco; sold, Santa Maria Valley R. R. for parts
5109	30172	5/49	1974	Sold, Oregon Pacific & Eastern 14 Transferred by Kyle to San Francisco Belt, not used. Scrapped –1989, San Francisco
5110	30430	2/50	1964	Sold, Purdy Metals Co., scrapped
5111	30431	2/50	1962	Scrapped, SP Sacramento
5112	30432	1/50	1963	Sold, Lipsett Steel Co.; scrapped
5113	30433	2/50	1964	T-I EMD, scrapped
5114	30448	7/50*	1967	Sold, Chrome Crankshaft; to National Metals 511; to ASARCO/Mexicana 1956, refused due to damage; sold 1972, Modesto & Empire Traction 606
5115	30842	2/51	1967	T-I, EMD, scrapped
5116	31161	9/51	1964	T-I, EMD, scrapped
5117	31162	9/51	1966	Sold, White City Terminal & Utilities 5117
5118	31163	9/51	1964	T-I, EMD,
5119	32284	4/55	1968	Sold, General Electric; sold 1975, White City Terminal & Utilities 5119
5120	32421	12/55	1973	Sold, Purdy Metals, Eugene, OR; scrapped

*5114 built as General Electric demonstrator 1, sold 2/51 to SP 5114

TOP: **70-tonners were regularly assigned power on the "Gila Monster," trains 381 and 382 between Bowie and Globe, Arizona. With the train number displayed in its number boards, 5112 backed its two-car heavyweight consist down to the Bowie station on October 29, 1950).** ABOVE: **Later in its career, sister 5118 waits at Bowie for departure time. The number boards were relocated in the mid-'50s.**

BOOK DEPOT



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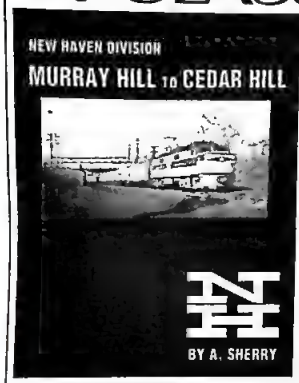

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Website links and pages

AS I SIT HERE in the Y2K darkness, munching on my stash of J. Michael Stevens storable food and listening to Mike Siegel . . . Oh, sorry. I celebrated the Millennium last year, didn't I? The "odometer crisis" turned out to be a bust, and Art Bell went off the night air. Other than that, life has continued pretty much as before, and I've even stopped writing "19 . . ." on my checks. Bring on the 21st Century, however you measure it!

Now, where were we? Let's try that again.

IT IS LINKS that put the "net" in the Internet. A link lets you give a visitor to your website the opportunity to visit other websites that you have selected which relate to your subject. And they are also an excellent way to advertise your website and gain viewers. The general etiquette among personal websites is to ask permission of the other site to put up a link, and in return the other site will usually reciprocate by putting on a link to yours.

You can usually link to large commercial sites like a major railroad or book dealer without asking first, but don't expect them to reciprocate with a link to your site. Commercial sites want to keep the viewers on their site longer, and a link is an invitation to leave their site. For non-commercial personal sites, however, links help develop a circle of friends and a focused network of similar interests.

Like most other HTML commands, links are ridiculously simple. They show up on the screen as a group of words (usually in a color different from the ordinary text) united by an underline. Clicking anywhere on the group will activate the link and instruct your browser to seek out the instruction hidden beneath the words.

Link commands serve two purposes: (1) to direct the viewer to a completely different website or (2) direct the viewer to a different page on your own website. The command line is identical for each, but the mission changes depending on what you type into the basic command line. The HTML code for a link is: *description displayed on the screen*. The *destination* inside the quote marks tells the browser where to go, while the *description displayed on the screen* is the word group that will appear underlined on your screen.

If you want the link to be to another site on the web, you need to type in its full address, just as you would to call up a website on your browser. On the JboydCBag website (*www.geocities.com/jboydcbag*) I have a link to the RAILFAN & RAILROAD Magazine website. The wording on the screen is Railfan & Railroad Magazine, while the actual web address hidden beneath it is *http://www.railfan.com*. The HTML link command thus reads: Railfan & Railroad Magazine. It is essential to include the "http://," since that is what alerts the browser to look beyond the file manager and go to the web for a new destination. If the http:// is not included, the browser will look for the new destination strictly within your own file manager. When going to an Internet site, the http:// will call up the site through its "index.html" page the same way your browser does when accessing a site directly.

The <a href> command is also used to access the additional pages within your own website. On the CBag site, for instance, the Jim Boyd's New Books page is linked with: Jim Boyd's New Books, and that *jbbooks.html* is in my file manager. Each new page you create on your file manager must have its name followed by ".html."

One key to a successful website is to use lots of smaller pages instead of a few very large ones. Large pages with a lot of images or graphics can be very slow to download, and you will probably lose your audience if the pages take too long to appear on the screen. On my sites, I like to keep the photo pages to six to eight images, to avoid long downloads. To see what I mean, click on the Photo Size & Download Time Comparison on the CBag site. That page has three rather large images, along with a few smaller ones. Note how long it takes to bring the entire page up. If you must use large images, keep them one or two to a page, and just use a lot of pages — the pages are free! More pages don't cost you anything, and they make browsing your site much easier.

This brings up the matter of "navigating" your website. Once you have someone jump to another page, you need to give them a way to get back to the main page or move on to a related following page. At the end of each page you should have a link to Return to Main Page. On my dive websites, I might have a half dozen pages of photos for a specific event, and on each "middle" page I will end with the menu to Continue to Next Page, Return to Previous Page and Return to Main Page.

Although I put the page menu on the Main Page (*index.html*), I now prefer to use a graphically interesting but small Main Page for quick downloading and then have a separate Pages & Links page with a minimum of graphics for a very fast download as the viewer goes from subject to subject. My JboydDIVER Site #2, linked on the CBag site, is an excellent example of this, since it contains a lot of images but downloads quickly and is easy to navigate without having to use the BACK command.

I enjoy returning to websites that are very "active" and always have something new. That's part of the ongoing fun of having a website, since you can add a quick update or a handful of photos very easily. One of my pet peeves, however, is a website that does not post the last time it was updated or buries the new material deep inside the site so you have to dig through everything to find it! The opening page of my Dive Website #2 has the revised date right at the top and is followed by a list of What's New. That way my viewers won't waste time looking for new material and can go right to the new stuff.

by CURT KATZ

I'M GONNA BE LATE... JUST DISCOVERED I HAVE FIRESTONE TIRES.
I'M GONNA BE LATE... I'M BOOKED ON UNITED.
ARRIVALS
DEPARTURES
DELAYS
STRIKES
I'M GONNA BE LATE... I'M STILL WAITING FOR THAT NEW FAST AMTRAK TRAIN.
acela SERVICE ARRIVING TODAY!
TOMORROW!
NEXT WEEK
NEXT MONTH
AMTRAK
WHERE IS EVERY-ONE?
WONDER WHY THEY'RE LATE...
THEY'RE SENDING THEIR REGRETS VIA THE U.S. POSTAL SERVICE.

The Engineer's Seat

Recollections on life in the cab

by THOMAS D. DRESSLER

Hangin' with Uncle Roy

MY INTEREST IN TRAINS and railroading did not begin when I hired on the Norfolk & Western as a fireman in 1970. The house I grew up in overlooked the double track main line of the Columbus District of my favorite road, and as soon as I knew what those big, black steamy and smoky things passing our home were, I rarely missed a train during my waking hours. As soon as I learned to write, I recorded the engine numbers. Oh, what I would give for copies of those notes.

The combination Scioto Division headquarters and passenger depot was within 3/4 mile from home. When I was allowed to roam a little, my trusty old Elgin bike, and later my brand new off-white and red "knee-action Schwinn" two-wheeler were constant visitors to the depot. From a very early age, trains were an important part of my life.

An article on the beautiful Chesapeake & Ohio passenger station at Maysville, Kentucky, in the March 1978 magazine of the Chesapeake & Ohio Historical Society brought back many fond memories. I, too, stood on the platform at Maysville and watched the C&O steam parade as the Second World War was winding down.

Uncle Roy was a railfan

How did a young schoolboy from Portsmouth, Ohio, get 50 miles downriver to Maysville, Kentucky, during the Second World War, when gasoline was scarce? Well, "Uncle Roy" Blackburn, Mother's only brother, owned and operated the Baby Bear Bakery in Manchester, Ohio, across the beautiful Ohio and about twelve miles upriver from Maysville. Uncle Roy was a railfan before the term became popular, and I just happened to be lucky enough to accompany him. It seemed that C&O steam was always on the agenda.

The bakery operated a fleet of colorfully-painted delivery trucks, so acquiring extra gasoline rationing coupons was no problem for my uncle. Whenever my parents decided to visit, Roy would tell Dad to "fill 'er up and come on down." Knowing that the exiguous gasoline coupons would be replaced, we loaded up the white 1940 Dodge two-door sedan and off we went, traveling west on U.S. 52 along the north bank of the Ohio.

While motoring in the Dodge, Mother was relegated to the back seat. I took up residence in the right front, or "engineer's" seat, firmly placing my behind on the armrest with my legs folded under me. Hanging my right arm on the window frame, I pretended to be the "hogger" out on the highways. I logged many a mile in that position.

Upon arriving in Manchester, a handful of extra gasoline rationing coupons were slipped into Dad's shirt pocket, so the gasoline situation was taken care of before anything else was discussed.

I am sure the old-timers still living in the Manchester, Ohio, and Maysville, Kentucky, area will remember Roy Blackburn and his Baby Bear Bakery. Heck, Uncle Roy even had a specially equipped bread truck in which he hauled two, live baby black bears that he used for advertising.

I'll never forget once at age five, just before the "War To End All Wars" began, seeing the bears on our front porch. The sight scared the living heck out of me! Can you imagine what it was like to peek out the front door and see two live bears on your front porch? They looked even larger than the black bears we now see on television.

At the tender age of seven, living on a bluff overlooking the main lines of the Norfolk & Western where I would later run trains, I had already fallen in love with steel wheels on steel rails. Each time I was in Manchester, I wanted someone to take me over to the Kentucky side and watch the action on the C&O. Of course, Caproni's Restaurant, a steady customer of the Baby Bear Bakery, was one of the stops we made. No one could understand why I would suddenly drop everything while dining there, and run for the door when I heard a train coming. Little did they realize . . .

Prisoner of War trains

Some of the most unusual trains to pass Maysville were the prisoner-of-war trains. Those POW trains, with their old wooden cars, were westbound, and most of the men on board were from Germany and Italy. It seemed there were forlorn, haggard faces peering out of each and every barred, partly

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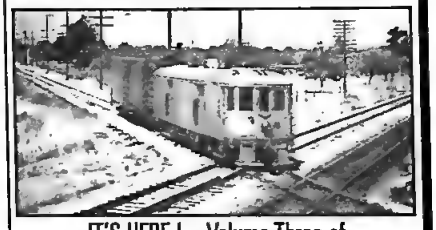

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opened window on every coach. The POW trains ran in addition to the troop trains, or "mains," bound for east coast ports.

The only other time I remember seeing so many heads sticking out the windows of a train was when the N&W ran that 500-car, 48,173 gross ton loaded coal train from Iaeger, West Virginia, to Portsmouth, Ohio, on November 15, 1967. It seemed at least ten heads were sticking out of each window of each of the three lead SD45s, including "Master" unit No.1737, and the three SD45 radio-controlled "slave units" 300 cars back.

Uncle Roy's bakery had a contract to supply bread to the prison trains (regular C&O passenger trains were not supplied there). During the brief stop, many boxes of bread were loaded into the baggage cars that had been converted into "field kitchen" type diners. I remember seeing the men in their drab outfits peering out of the partially open windows. None would dare attempt an escape, as there were many armed U.S. Army guards protecting the movements.

One weekend visit in late 1943, at age seven going on eight, sticks in my memory. The smoking C&O steam engines (which I later recognized as Class F-19 "Flying Pump" Pacifics) screeched to a halt, spotting the field kitchens near the bread trucks, with brake shoe smoke roiling from the wheels. I pulled away from my mother, much to her consternation, and ambled over close to the side of the train. I stretched upward as far as I could reach and handed a candy bar to one bedraggled prisoner. He smiled, then thanked me in a language I could not understand. I remember the terrible look of desolation in his eyes, but his appreciation of a little boy trying to make his day a little brighter showed in his mournful face. Looking back some 57 years later, I wonder if he had a seven-year-old of his own back in his homeland, crying for his father. I realized then just how lucky we were to be on the winning side of that global conflict.

As I handed him the candy, an armed U.S. Army guard, carrying a rifle that looked like it could blow a hole in the side of the passenger car, came rushing up with a very mean look on his face, asking what I was trying to do. An officer of somewhat higher rank, with some fancy braiding on his shoulder, came up and said it was okay, and then he thanked me for thinking of at least one prisoner.

About this time my dad came over. Chatting with the Army men, Dad told them that, due to a medical deferment (he was deformed in the left shoulder from polio as a child), he worked in the steel mill in Portsmouth, Ohio, welding bomb casings for the war effort. As the POW train slowly accelerated from the station stop, I heard someone call in a loud voice what I assume was a "thank you," and a wave of his hand. The POW train with my new friend was soon out of sight, never to be seen again.

Many years later, all this would come flashing back as my wife and I toured the Air Museum in the Alabama Battleship Memorial Park in Mobile There, we saw up close the cages — "cells" I think they called them — in which our unfortunate service men were imprisoned in Vietnam. I am sure we treated our POW's in a much more humane manner than our men were in that far-off land. Certainly, no seven year old boy could get close enough to give one a candy bar!

Weighing steel on the Toy Hump

In the mid-teens, the C&O Limeville bridge was being built at Sciotoville, Ohio. Construction on the colossal bridge was started on both sides of the river, and the two halves met in the center. Steel for the Ohio side was weighed at Portsmouth by C&O employees working in the N&W yard.

Uncle Roy worked one stint in Portsmouth as a weigh clerk for the C&O, in the scale office of the N&W's "toy hump," as it was called by local employees. (The large hump at Portsmouth was used for coal almost exclusively, while the smaller, or "toy" hump, was used to classify regular freight.) Cars loaded with steel for the northern half of the bridge project were held by the N&W at Portsmouth until needed, then taken to Sciotoville and placed in a temporary three-track yard there.

Uncle Roy told me they really thought he was a fast worker. Some of the other weigh clerks would weigh and record each and every car. But he would look them over as they were shoved up and over the hump, and if several cars appeared to have similar lading, Roy would weigh one and estimate the weight of the like cars, speeding up operations, and allowing himself more free time, not to mention saving the C&O some labor costs of the work done by the N&W at Portsmouth.

Colonel Sanders and the L&N

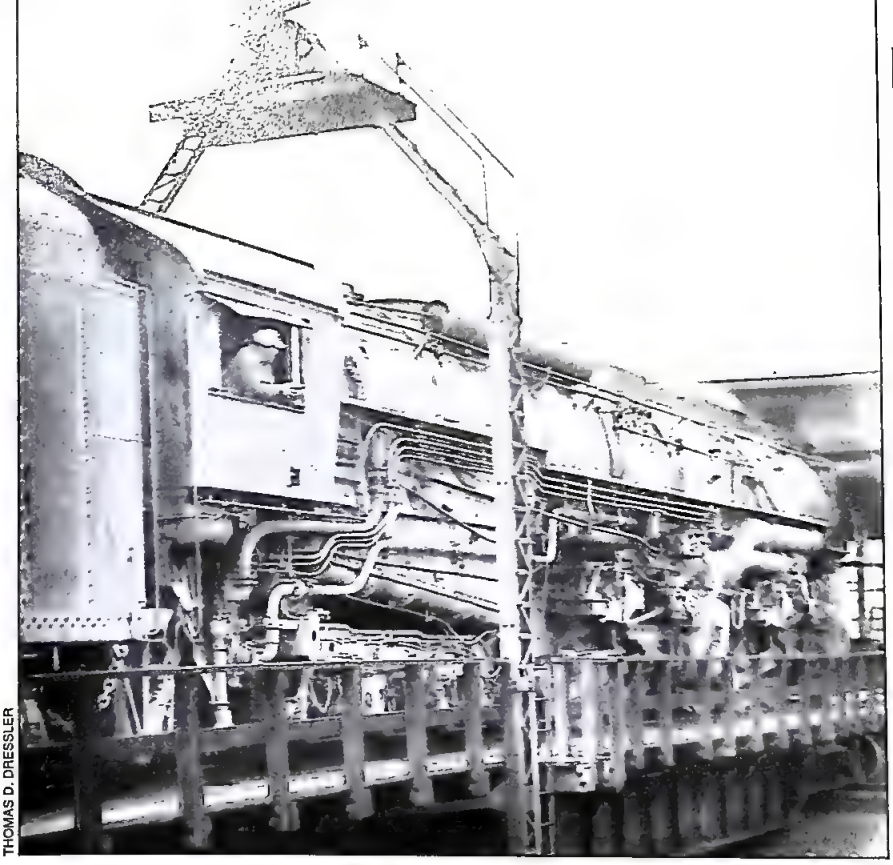
In later years, Uncle Roy would take me with him on his goodwill tours for the bakery (and later, for another firm after he sold the bakery). He and Harlan Sanders were good friends. Many times we ate in the Colonel's original restaurant in Corbin, Kentucky, overlooking the vast L&N yard, shops and roundhouse facilities. This was well before the advent of Kentucky Fried Chicken, and experimental chicken dinners or ham sandwiches were the order of the day. The Colonel's goatee, not quite white at the time but getting there, is still fresh in my mind. There were always stops on these trips to watch trains, and I remember seeing my only Louisville & Nashville "Big Emma" M1 2-8-4 in Corbin one morning.

Stainless and yellow Hudsons

One bright, balmy afternoon, my family was motoring through northern Kentucky between South Portsmouth and Vanceburg, parallel to the C&O's double track main line racetrack, in a brand new 1948 Buick belonging to friends. We were returning to Portsmouth after lunch at Caproni's restaurant in Maysville. We were moving along at a good clip when I heard a loud rushing sound, then a whistle blast, and one of Chessie's streamlined stainless steel and yellow 4-6-4s caught and passed us like we were sitting still!

I was in the back seat next to the window behind the driver, and recall rolling the window down to get a better look and smell, as the train flashed by. Of course, the women raised heck as it was blowing their hair. I cannot remember the engine number or the exact time of day, but the yellow and silver beauty was an awe-inspiring sight for a twelve-year-old. The train was eastbound, and those drivers and Timken lightweight rods were spinning so fast all you could see was a blur. Oh, to see that again!

I later learned that the L-1 Hudsons were rebuilt from the very same F-19 4-6-2s I had



THOMAS D. DRESSLER

C&O H8 No. 1643 is turned at Parsons Yard roundhouse in Columbus, Ohio on August 28, 1950.

seen a few years before in Maysville. All five Pacifics were rebuilt, but only the first four, 490 through 493, were streamlined. The last engine, No. 494, remained an ungainly, unstreamlined, ugly duckling until she was stricken from the roster. To say the L-1's were "unusual" is to say the least.

Many feel they were among the worst-looking streamlined steam in the country. Their basic design was intended to resemble the recently delivered Class M-1 steam turbine electric locomotives built for Robert R. Young's stillborn Chessie passenger train. In that light, they were fairly successful. With the large C&O "doughnut" herald on each side of the nose and the road name spelled out on the tender flanks, there was no doubt to whom they belonged.

My only ride on an H-8

Another uncle, Fred Keys, was a C&O yard conductor at Columbus, Ohio. While on a family visit in August of 1950, he took me over to C&O's Parsons Yard. I was really into railroading by then, and steam was all over the place. Class C-16 0-8-0s and H-8 Alleghenies were everywhere; a lot of activity for a Sunday afternoon, I thought. In a few short moments I was up in the cab of a class H-8 2-6-6-6. We rode the cab while the engine was turned on the turntable and moved into the roundhouse for minor repairs. Oh, what a thrill!

Much later, after I hired on the N&W, I found out just why Parsons was so busy on a Sunday afternoon. Coal was mined all week long, and by the weekend a backlog of westbound coal hoppers had built up on both the N&W and C&O. From Thursday evening until Monday morning, an endless coal train seemed to move north to the lake ports on both roads. Most people think "N&W" stood for Norfolk & Western. But that was not quite correct — it was really "Nights & Weekends"!

The Limeville pushers

One of my last C&O steam memories took place while we were driving east on U.S. 23 along the south side of the Ohio River in northern Kentucky. Seeing a huge H-7 2-8-8-2 parked in a remote area, I wondered why such a large steam engine would be resting there. (Later I discovered that this was the Limeville pusher siding, 17 miles west of Russell and two miles east of NJ Cabin.) I noticed the water tank and the low-side gondolas loaded with coal parked on the raised track next to the tender. As I became more aware of operations in this area, I saw those same engines on the north end of the Limeville bridge, and realized that they were pushers for assisting heavy coal trains north out of Russell. Many years later, I read the details by Gene Huddleston in Staufer's book *C&O Power*.

I recall several times that those H-7s kept right on pushing up the grade well into Ohio, which was against Ohio law. At that time, the Buckeye State had a "safe crew" law. Each and every train was required to be manned by a full five-man crew when working within Ohio's boundaries. But if a heavy coal train running up the C&O "Northern" was about to hang up, the pusher crews would keep pushing until they felt sure that the train could make it on its own. This very law, not repealed until 1972, was responsible for yours truly getting hired on the N&W as a fireman.

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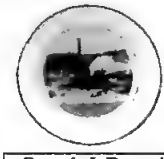

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The *Ted Rose Images of Railroading 2001 Calendar* showcases twelve evocative Rose watercolors, beautifully reproduced in a large 12"×12" format. Western subjects include a UP 4-12-2 in the snow; narrow gauge Rio Grande Mikes on Tanglefoot curve; a Santa Fe Hudson at Cleburne, Texas; a Milwaukee *Hiawatha* Hudson; a Big Boy; and an SP 2-10-2 helping First 99 up the Cuesta grade. Other subjects include a Pennsy I1sa in the snow; GG1s meeting at Elizabeth, New Jersey; B&O S1s at Willard, Ohio; a Southern Ps4 at Lynchburg, Viginia; and an intriguing CSX image focused on the frog of the Point of Rocks, Maryland, junction switch. The calendar is available for $12.00 plus $4.00 shipping from Cedco Publishing Co., 100 Pelican Way, Dept. 2015, San Rafael, California 94901, or *www.cedco.com*.

The ***New York, Susquehanna & Western Railway 2001 Calendar*** features 14 color photographs. Subject matter includes a four-unit set of RS1s on a freight at Paterson; C420 2002 pulling a passenger extra down the street in Utica, New York; five C430s on a container train; Plymouth critter 118 switching equipment at Newfoundland, New Jersey; and various well-lit views of contemporary diesels (and Mikado 142) in freight and passenger service on the Susquehanna and other railroads.

The calendar features good reproduction on glossy paper, and is available from the New York, Susquehanna & Western Technical & Historical Society, Inc., P.O. Box 121, Rochelle Park, N.J. 07662-0121. The price is $9.95, plus $2.00 postage and handling.

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The ***Modern Traction Calendar 2001*** features a wide variety of diesel and electric power in regular freight (sorry — "goods") and passenger service. One intriguing shot features a pair of Class 101 DMUs passing the ancient stone buildings at Blaenau Ffestiniog, alongside the narrow gauge Ffestiniog Railway main.

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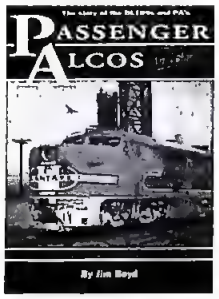
BOOK REVIEW

Passenger Alcos in Color



by Jim Boyd, from Morning Sun Books; 128 8¼"×11" pages; $54.95 U.S.

Research for *Passenger Alcos in Color* began right around the time *The PA – Alco's Glamour Girl* was released by Four Ways West. At the time I thought, "Great, *another* PA book. Let's beat a dead horse!"

I should have known better. When Jim Boyd approaches a subject, he questions common knowledge and conventional wisdom, bringing a fresh perspective to a stale subject. Sometimes he pulls together disparate threads of folklore and fact, weaving them into important new conclusions. This book is a case in point.

Boyd begins the story with a concise, yet thorough, synopsis of early diesel locomotive development in the United States, with emphasis, of course, on the role of General Electric and Alco. Electro-Motive's contributions and great influence on the development of the American diesel locomotive are described as well, to show EMC's effect on the diesel locomotive marketplace. As a result, the first chapters feature a variety of non-Alco, and even a few non-diesel, photographs including steam powered Milwaukee Road *Hiawathas,* Santa Fe EMC boxcabs 1 and 1A, and Burlington shovel-nose 9908.

In the first chapter, concise but detailed essays describe important milestones in diesel development made by both Alco and EMC. Included in the discussion are the Alco-powered GM&O *Rebels;* EMC's E units and Union Pacific *Streamliners;* and the industry standard Blomberg diesel truck. Coverage of parallel developments at Alco, including the GSC diesel truck and twin engine, 2000 h.p. DL series passenger units, serves to contrast and compare the two major builders' locomotive lines.

Boyd goes into considerable detail on Alco's twin engine passenger diesels, arguing that in spite of their small production numbers relative to EMD products, they were quite successful. Each major order, from the first DL103b, Rock Island 624, to New Haven's very successful dual service fleet of 60 DL109s, is given enough space to thorougly describe their differences and similarities, and the services in which they were used. He even tells us why repowered Rock Island DL106 621 was named "Christine," although you may wish you didn't know, once you find out.

The development of Alco diesel engines is covered in concise detail, from the McIntosh & Seymour 531 used in the *Rebel* and Alco's HH series diesel switchers, up through the development of the Schenectady-built 244. Boyd describes the effects on Alco of War

Production Board policies during World War II, as well as the influence of Alco's marketing partner General Electric. The availability of GE's aircraft engine turbocharger spurred production of the 244, and allowed Alco replace the DL109 with the PA, equalling the output of EMD's passenger units with a single engine.

Perhaps the greatest testament to Boyd's ability to recombine widely known bits of information into a stunning revelation is his conclusion that the PA was derived directly from . . . the Fairbanks-Morse Erie-built. As a modeler, I'd been aware that the two models shared nearly identical running gear, and the carbody proportions were similar, if quite different in detail. Boyd surmises that while the F-M's were being assembled in GE's Erie plant (hence the name), GE and Alco had developed the 16-244 and needed a locomotive in which to deploy it. The new 244 would fit into the carbody GE had developed for F-M, and with a major exterior restyling by GE household appliance designer Ray Patten, the PA was born. This is not just conjecture; conclusive photographic evidence exists, and it's included in this book.

And that's just the first 34 pages! The rest of the book covers each railroad that owned PA's in detail, in the order in which they first purchased the model. And it's just about all here: rare and special paint schemes, UP's coal turbine control PA, the *Freedom Train*, the *More Power to America* special, a pair of MLW demos painted in CN green and gold (two of the few b&w images in the book, unfortunately) and on and on. Even Brazil's extant three-unit Paulista fleet is here! *Passenger Alcos in Color* is remarkably up-to-date, including a shot of the recently repatriated ex-D&H units in the final chapter.

An intriguing selection of "nose to nose" shots interspersed through the book graphically compares the PA's classic visage to that of the DL109, RF16, and F7. There's also a melancholy series of scenes showing the elegant units in various stages of retirement, including scrapping. *Passenger Alcos in Color* features a thorough four-page roster, including spec numbers and detailed dispositions.

I only noticed two discontinuities. In his discussion of the 241 engine, Boyd mentions the McIntosh & Seymour model 330 engine, which was used in "some very early locomotive applications," but he fails to identify those early locomotives. At another point, he states that Santa Fe PA's were unique, having large square illuminated number boards on their flanks and a small number board above the cab. He then says that the GM&O PAs were the only others with the cab-top number board, which is correct, but this implies that the Santa Fe units were the only ones with large side number boards, which they were not; a later photo caption correctly notes that Rio Grande PAs had them, too.

Passenger Alcos in Color should be required reading for any diesel fan. It's fast-paced, lively and interesting, and full of well-reproduced color images presented in clean, well organized layouts. The wide variety of vintage images and subject matter, not restricted to Alcos (or diesels) by any means, provides vivid insight into the formative years of the American diesel locomotive. – *W.C.L.*

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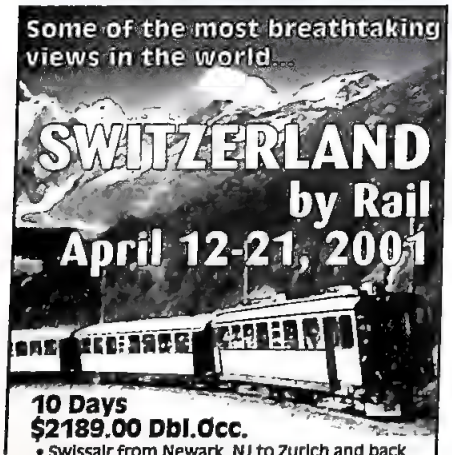

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On The Menu

News and detail on dining by rail

by JAMES D. PORTERFIELD

Food service as a profit center

CAN A DINING CAR MAKE MONEY? That was the question discussed at a meeting of the Amtrak Customer Advisory Committee (ACAC) in Washington, D.C., held at Union Station on September 18, 2000.

The committee, formed in February 1997, consists of volunteers from around the country who use Amtrak, as well as passengers with disabilities, senior citizens, students, and business and leisure travelers who "share a deep and abiding belief in the value of rail passenger service," according to the ACAC brochure. Members are assigned to subcommittees according to the services they use most. The subcommittees meet throughout the year, while the entire group convenes quarterly. On the agenda for September's meeting: rail food service.

In a report entitled *Passengers' Wish List*, members drew on their experiences over the summer of 2000 to recommend changes to improve food service and benefit Amtrak and its riders. The nine pages of "wishes" covered long- and short-run café service and long distance dining cars, and were characterized by five words that occurred consistently for all levels of service across all regions: *fresh, tasty, nutritious, unique service*. Among the observations and suggestions were:

A greater variety of premium drinks, such as Starbucks coffee, herbal teas, top-shelf wines and micro-brewed beers (in sufficient supply); more and better pizzas, offered in the dining car as well as the lounge; extend wait staff lunch service to the adjoining lounge car; offer limited 24-hour service for passengers who board through the night and at other non-meal times; more intimate and varied seating arrangements in the dining and lounge cars; allow half-orders and let adults order kid's meals; stay open from boarding until alighting at the terminal city; and capture the best local cuisine by working with restaurants, caterers, and chambers of commerce (everyone who's ever tried it remembers the box lunch put on the *Empire Builder* in Montana).

A. Leon McLaurin, Amtrak Senior Director of Contract Food and Beverage Service/Systems, and Dale Woods, Gategourmet Vice President of Operations in charge of the caterer's Amtrak account, described proposed food service on both the new Acela service and long distance trains. Many improvements are in line with ACAC suggestions, including cycled menus that vary with the direction of the trains, offering premium wines and beers, a choice of salads at dinner, an expanded variety of main courses and increased attention to the often-cited but seldom ordered "health-conscious" entrée.

The question hanging over these "wishes" and projections is whether the guiding principle is, or will be, to make a profit or to contain costs. Tradi-tional wisdom, over a century of railroad experience, has it that food service, especially the dining car, is a money-losing proposition. Some people at the meeting thought the focus should be on selling more food in more ways, thereby making Amtrak food service a profit center, not a necessity whose losses must be minimized.

Much can be learned from the hotel industry (not counting casino hotels,where any loss can be charged off as a marketing expense). Subsidize food service by adding, say, $1.50 to each ticket sold, with the revenue going directly to the bottom line of food service operations. Food service is an integral part of the entire rail experience, especially because competition is not a factor. Assuring top quality food service in both diners and lounges would make dining on board a must-do part of the trip, perhaps even the reason for taking the train instead of alternate transportation.

Assess each meal check an automatic 15% gratuity. The added revenue provides top pay for the wait and kitchen staff, attracting the company's best people to the most labor-sensitive car on the train. Again, any surplus revenue falls to the bottom line. Many restaurants report that their best people prefer a higher fixed salary to a "low salary plus tips" policy, because it guarantees a tip from all guests,

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and it makes one's income more predictable. (It has been this writer's experience that many First Class passengers don't tip, either because with meals included in their ticket, they forget, or they assume it's included in the price of the meal anyway.) Amtrak's new Satisfaction Guarantee makes this a no-risk gambit.

As all the dinner trains operating around America make clear, people are willing to pay more for higher-quality meals "taken in the cars." On a typical Amtrak trip between Washington, D.C., and Los Angeles on the *Capitol Limited* and the *Southwest Chief*, a first class passenger will partake of three breakfasts, two lunches and three dinners. Charge an additional $20.00 or more per ticket, again sending the increased revenue straight to dining car balance sheets, to permit serving high-end foods cooked to order, especially at lunch and dinner. For cost conscious travelers, offer alternate items or smaller portions (something some dinner trains and many restaurants do as a matter of routine) at a lower price.

Finally, do what every successful branded business today does: Relentlessly market the service. Market "The Restaurants of Amtrak," featuring custom-designed china and flatware (sold, of course, in the on-board gift shop and through a catalog); market unique menus and dishes, with selected recipes handed out upon request; market fine wines, micro-brewed beers and custom soft drinks (like micro-batch root beer or cream soda); market meals "created for your enjoyment by Master Chef _____." Sell *everything*, from the pens used to fill out the meal order, the crystal vase holding flowers at table and the marked linen and bath towels to commemorative train posters and commissioned art.

These suggestions aren't far fetched. Railroads did things like this 50 years ago, and it was appropriate to do it at a loss to promote passenger service. In today's business climate, with customer loyalty a the buzz word, and with the disappearance of subsidies pending, luxurious rail dining may just have to be forced upon us at a profit. The railroad, as the only form of public transportation that is able to offer such amenities, might have to begin turning guests away. Now there's a wish.

Write to the Amtrak Customer Advisory Committee at 900 Second Street, NE, Suite 308; Washington, D.C. 20002 for more information.

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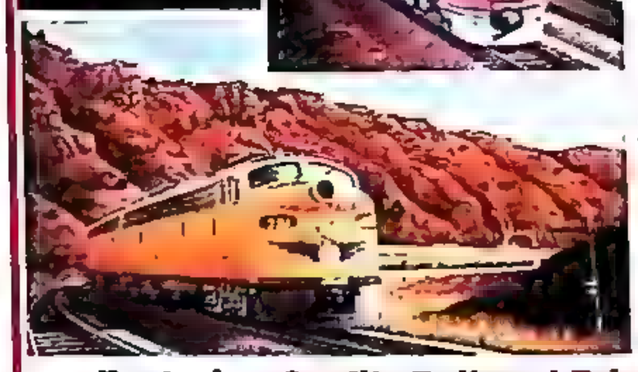

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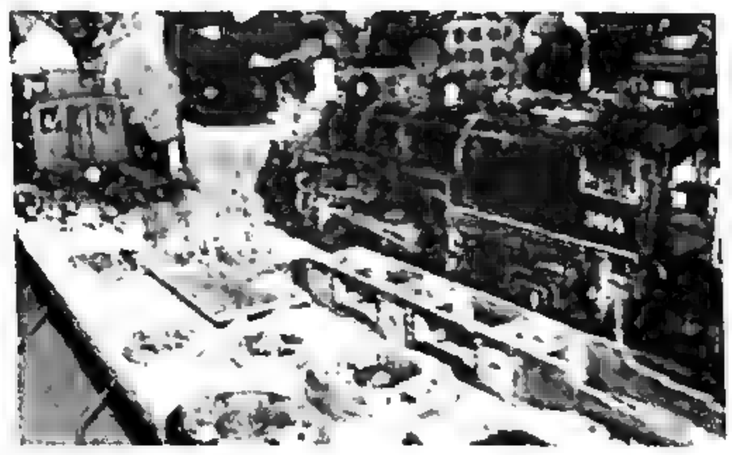

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Transit Currents

Light rail, transit and commuter rail news

Baltimore Heritage

HERITAGE STREETCAR LINES have become popular in several cities; Memphis and Portland come to mind. Now, there is a proposal for a heritage line in Baltimore. Money is being sought from the Maryland Mass Transit Administration, as well as from federal and city governments, for a planning and feasibility study.

The idea is to run on existing tracks along the Boston Street corridor to Conkling Street to connect Highlandtown, Canton, Fells Point and Little Italy with downtown, including MARC and the light rail lines at Camden Yards. The goal is to make the heritage line part of the public transportation system, with easy links to the light rail to reach BWI airport, the Timonium state fairgrounds, the Owings Mills mall and MARC commuter trains.

To speculate, Phase One would have it connect the Baltimore Orioles ball park at Camden Yards with Little Italy, Fells Point and Canton; it would operate along Pratt Street, Aliceanna or Fleet Street and Boston Street. Phase Two would see a line to Locust Point and Fort McHenry, along with a line to Ravens Stadium and the B&O Railroad Museum.

If the heritage line is built, the Baltimore Streetcar Museum may move to southeast Baltimore from its current home in a flood plain on Falls Road. The heritage line cars would be modern replicas of historic cars, and include modern requirements such as wheelchair lifts. Thanks to Marion J. Zych for the interesting news.

Rail replaces bus in Los Angeles

The Los Angeles Metropolitan Transportation Authority plans to truncate several very popular bus lines operating in the San Fernando Valley to funnel commuters to the new subway stations that opened this summer. About 5000 riders, mostly express bus commuters, now have a one-seat ride from the Valley to downtown. When the new subway stations in Universal City and North Hollywood open, it is proposed that the bus riders transfer to the subway to go downtown. MTA management notes that it is foolish to duplicate rail service with bus service.

Unless there is a great savings in trip time, the transfer will probably be very unpopular with riders. The bus drivers' union is unhappy, although it is not necessarily against the operation. The union wants the bus system to remain for six months after the rail line opens, to see whether riders will switch to the train. Thanks to John A. Lee for the news.

Pittsburgh light rail expansion

The extension Pittsburgh's light rail line from the heart of the Golden Triangle is gathering considerable support. The mayor, city council, the Steelers and the Pittsburgh Pirates support the expansion, along with the Pittsburgh Downtown Partnership and the Northside Leadership Conference. The extension would originate at the present downtown Pittsburgh terminal at Gateway station. Gateway would be expanded with longer platforms to allow two light rail vehicles to load at the same time. From Gateway, the subway would go to Stanwix Street, then run below Fort Duquesne Boulevard and the 10th Street bypass. It would then pass under the Allegheny River in twin tubes and come to the surface on the north shore of the river, on the west side of the new PNC Park. The tracks would then turn west with stops at the new Steelers stadium and near the Carnegie Science Center. The line will also be close to the new Pirates stadium.

The extension will help generate ridership, with 14,800 new riders each day expected to use the new line. Service would be increased, with rush hour trolleys running every 2.5 minutes. Jim Cerny was kind enough to supply the information.

McKinney line expansion on hold

The McKinney Avenue trolley in Dallas, Texas, did not run during the late summer and fall of 1999 because of major repairs being carried out on McKinney Avenue itself. The McKinney Avenue trolley was to be expanded this year, with $11 million on hand for the construction project, but nothing can be done because of the street repairs. There is also a legal problem between the City of Dallas and the utility companies. The gas and telephone lines are under the street, and they need to be relocated. There is some concern that the utility companies may owe the city some money. Let's hope that the expansion of the McKinney Avenue line is completed in the next year or so. Thanks to Lynne Fleming for the information.

Red Line, Blue Line

Probably no rail project in recent memory has generated so much negative publicity before it fully opened than the Los Angeles Red Line subway. Severe cost overruns, mismanagement of the overall transit system, lawsuits by bus riders, street collapses over rail tunnels and other unfortunate events have brought derision to the Red Line.

The MTA did a good job promoting the opening of the Red Line to the North Hollywood station on June 24, 2000. The service was free and entertainment was provided, particularly at the three new stations. More than 250,000 riders crowded aboard to ride the new subway to and from North Hollywood.

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

Line Proposed

May's daily ridership on the Red Line subway was about 65,150 before the North Hollywood extension opened. By mid-July ridership on the Metro subway rose to an average of 120,516. The new North Hollywood and Universal City stations averaged 14,322 daily riders. Parking spaces around the new subway stations fill up fast, and potential riders hoping to park their cars after about 10:00 a.m. are out of luck. The MTA is exploring ways to expand parking at stations.

Will good ridership and the promise of greater increases in the future change the prevailing attitude toward the subway construction moratorium? It's hard to say, but if the public demands improvements, you can bet that the MTA will adjust its policies.

Meanwhile, the Blue Line light rapid transit service in Los Angeles is experiencing record ridership and severe overcrowding. Blue Line ridership now averages more than 60,000 riders a day, and at all hours the trains are very crowded.

This good news/bad news is being addressed by the MTA by lengthening the high-level platforms at all Blue Line stations. Now, the stations can handle only two-car trains; in the future they will be able to serve three-car trains, which should help relieve overcrowding. More cars will also be acquired.

Looking at a Summer 2000 Blue Line timetable, one is impressed by the frequency of service, even on Saturdays, Sundays and holidays. Trains run at least every 15 minutes through most of the day, and between about 10:30 a.m. and 5:30 p.m. trains run every twelve minutes. Weekday frequency through much of the day is every ten or twelve minutes. In rush periods, stations are served every five minutes. Thanks to John Allen Lee for the news.

Restoration help needed

The New England Electric Railway Historical Society, Inc. (P.O. Box A, Kennebunkport, ME 04046) is better known as the Seashore Trolley Museum. It is one place that anyone interested in railways in general, or electric railways in particular, should visit at least once every five years. Right now, a lot of restoration is going on involving of a number of cars. For information on how to help, contact the museum at the above address and request their publication, "Building an Endowment to Preserve America's Urban Transport-ation Heritage."

Portland's Airport MAX

By the Fourth of July in Portland, Oregon, the airport MAX light rail line extended from Gateway Center to the bridge over Interstate 205. Airport MAX is an addition to Portland's highly successful light rail line and is scheduled to open in 2001.

A problem arose when the developers seemed to backslide on their agreement with the city. In 1998, local government had granted development rights and a 99-year lease to some desirable Port Authority land near the airport. The lease was given to Bechtel and real estate developer Trammell Crow. This super-powerful cor-porate team was supposed to build the rail line to the airport, and then build a new city within a city at Cascades station. The 120-acre site was to include offices, hotels, and retail jobs.

When officials saw the plans for the first 50 acres, they discovered it was another trashy big box collection of retail stores, just a typical American mall that has provided us with good shopping and poor land use. Officials felt that this use would discourage the offices and hotels that the Port Authority had hoped to attract. The matter was resolved, and the plans were changed. Thanks to Douglas I. Duncan for the information.

Also from the Portland area, Henry Korman says that decisions are going to be made about the Portland-Lake Oswego Shore Line Rail. This heritage trolley is a seven-mile line that had been part of the Southern Pacific system, now operated by the Oregon Electric Railway Historical Society. In the distant past, the "Red Electrics" made their way from Portland to Lake Oswego. Perhaps the railway could be used for rapid transit in the future.

Flashes

Robert Janssen writes that the city of **WILMINGTON, DELAWARE,** has hired Parsons Brinckerhoff to design a trolley system to link downtown Wilmington with the water-front. Work should be finished by the end of 2002.

On August 6, 2000, a Riverfront Trolley in **SEATTLE** crashed into a barrier at the end of the line on South Jackson Street. The investigation is incomplete, but 21 persons reportedly were injured in the accident. It appears that the part-time operator of car No.272 ignored an alarm that signaled impending brake problems. Henry Korman provided the bad news.

The downtown **PORTLAND, OREGON,** streetcar service will not operate from the MAX shop facility. The shop for the downtown service is under the freeway, bounded by Northwest Marshall and Northrup Streets and 15th and 16th Avenues. The block between Marshall and Lovejoy Streets is slated for trolley storage. Although not finished, the downtown trolley is already being extended. It runs from Legacy Good Samaritan Medical Center in northwest Portland to the Pearl district, then through downtown Portland to Portland State University. Henry Korman sent the news.

The **SAN FRANCISCO** Bay Area Water Transit Authority (WTA) has been formed, and is responsible for studying, planning and, with legislative approval, operating ferry service around the San Francisco Bay area. WTA is the result of a task force on water transportation that recommended the development and operation of a regional ferry system. Eventually, there could be up to 125 ferries operating on 30 routes with 30 to 40 terminals.

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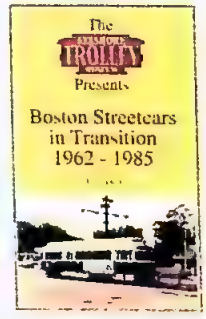

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Busy Times on the Hudson Line

by Joe Greenstein

THESE DAYS, Metro-North's Hudson Line is one hot piece of railroad real estate. Starting at Manhattan's Grand Central Terminal and running 75 miles north to Poughkeepsie, it passes many of the most beautiful (and a few of the ugliest) spots in the region. The pretty towns of the Hudson Valley, with their attractive commuting distances from the big city, make this the fastest growing line on Metro-North's network. Amtrak's high-speed Empire Corridor out of Penn Station also runs over MN rails between Spuyten Duyvil and Poughkeepsie.

In the post-Conrail era, CSX sees its trackage rights on the Hudson Line as essential to serving metropolitan area markets. The Surface Transportation Board has granted limited trackage rights to Canadian Pacific, to foster competitive freight service east of the Hudson. Each weekday, the streets of New York City are hammered by 50,000 trucks, with all their power to congest, pollute, and destroy paved surfaces. Any increase in rail freight will help make a bad situation better.

The lower half of the Hudson River is actually a fjord or tidal estuary, descending all of two feet in the 140 miles between Albany and New York City. Long before the voyage of Henry Hudson in 1609, this was the land of the Mohegans. Hudson sailed his ship *Half Moon* beyond what is now Albany before he grudgingly acknowledged that he wasn't going to find the passage to the Pacific here.

As with many great discoveries, what Henry Hudson found proved a good deal more valuable than what he had been seeking. The opening of the Erie Canal across upstate New York in 1825 transformed the Hudson into America's primary thoroughfare for its burgeoning east-west commerce. Later in the century, both shorelines provided a grade-free right-of-way for rail — the east bank becoming the first leg of the New York Central's famous Water Level Route to Chicago. Little could Henry Hudson have imagined that the trip to the Pacific would one day be made on ribbons of steel.

Riding the Hudson Line

New York City is in the clutches of an early summer heat wave. On a Thursday morning of overcast skies and relentless humidity, train 809, the 7:54 to Poughkeepsie, simmers on Grand Central's Track 27. At the front end is one of MN's newest Genesis II dual mode locomotives. The railroad's diesels are equipped for push-pull operation, and Metro-North policy is to have the locomotive in the lead on northbound trips.

Train 809 is running against the morning rush, so only three of its seven Bombardier coaches are in service. Skirting clusters of passengers, I walk to the head end with Scott Ornstein, Metro-North Manager of Customer Service Planning. We're greeted by veteran MN engineer Ken Carlson. Precisely on the advertised, train 809 eases away from the platform.

One irony of this table-flat line is that its ruling grade is situated within the confines of the three-mile-long Park Avenue Tunnel. At 86th Street, under Carnegie Hill, we reach the highest elevation of the entire journey.

Two blocks later, we emerge into ashen daylight. Because of limited ventilation in the tunnel, Metro-North diesel locomotives are equipped to run on third rail power during the passage beneath Park Avenue. Now in the open air, engineer Carlson punches in the conversion from electric to diesel power. The mode change takes about five seconds.

Due to an extensive reconstruction project, only three of the four tracks on the Park Avenue viaduct are in service. One headlight after another appears in the gloom as the rush hour flow of Hudson, Harlem and New Haven Line trains streams into Grand Central on two-minute headways.

After a brief stop at 125th Street, we rumble across the Harlem River bridge and into the South Bronx. Red dwarf signals at Mott Haven Junction (CP 5) hold us for several inbounds, before a break in the action allows us to cross over to Hudson Line tracks. (There are 23 Control Points on the Hudson Line, each identified by its distance in miles from Grand Central.)

The gritty urban tableau of factories, junk yards and garbage-strewn back alleys does not make a pretty picture, but by the time we've threaded our way through the Bronx to our second stop at Marble Hill, the view begins to improve.

In the Stable

Metro-North has 18 dual mode Genesis II locomotives on its roster, with seven more on the way, and they have become the backbone of Hudson Line diesel service. No.212 was delivered by

PHOTOGRAPHY BY JOE GREENSTEIN

GE in 1998. A model P32AC-DM, it has a B-B wheel arrangement and twelve-cylinder, four-cycle prime mover generating 3200 horsepower for traction and head-end power. The locomotive is equipped with electronic air brakes and integrated function control technology. Three computer monitors in the cab, two on the engineer's side and one on the other, can display an operational screen (showing speed, brake pressure, throttle position, fuel and such) or a function screen (showing performance data, diagnostics and the like). Data on each monitor is illuminated against a black background which changes to yellow in alarm or out-of-limit conditions, and to red for danger.

The Genesis II is based on modified General Electric Dash-9 freight locomotive technology. One Genesis characteristic is that it's a slow loader, accelerating sluggishly until it reaches about 20 miles per hour. Then you can feel it start to dig in, and from that point on it takes off like a mustang.

Metro-North's version of the P32AC-DM is almost identical to Amtrak's Empire Corridor units. "We tagged onto Amtrak's Genesis order," explains Scott Ornstein. This gave MN a pricing advantage, but equally important, the MN units were built after Amtrak and GE ironed out early technical problems.

The Genesis IIs are not MN's first dual mode a.c. power. The railroad is widely known for its old cab units (the largest roster in the country), especially

OPPOSITE: **Ex-MBTA F10 410 and an FL9 lead Poughkeepsie train 845 through Spuyten Duyvil and under the Henry Hudson Bridge on July 31,1997. MN's F10s are ex-GM&O F3s, rebuilt by ICG at Paducah for Boston service.**

ABOVE/BELOW: **Metro-North engineeer Ken Carlson concentrates intently as train 809 to Poughkeepsie runs north on Track 2 against the morning commuter rush to Grand Central. Cab signals advise him of track conditions.**

the seven ex-New York, New Haven & Hartford FL9s that were rebuilt with a.c. traction by ASEA-Brown Boveri in the early 1990s.

Nicknamed "Starships" because of all their high-tech doodads, the FL9AC's were a bold and innovative experiment, but hardly an unqualified success. Due to persistent developmental problems, each unit ultimately cost more than a brand new Genesis II. Today, their performance has been stabilized, and they'll probably be around for a few more years.

The fate of MN's unrebuilt FL9s and F10s is less certain. There's a dead line of half a dozen stored in the yard at Croton North. Those that remain will continue to run on branch lines, but their visits to Grand Central will become increasingly less frequent.

The Majestic Hudson

Spuyten Duyvil (Dutch for "Spitting Devil," or "In spite of the Devil," depending on your source) is located at the confluence of the Hudson and Harlem Rivers. Here, the Hudson Line curves sharply north to follow the big river's east bank, while Amtrak's West Side Connector from Penn Station crosses the Harlem River on a through-truss swing bridge and joins the Hudson Line at CP 12. If the weather were clear, we would marvel at the dramatic basalt columns of New Jersey's Palisades, but today they're just a ghostly blur across the water.

For the next 22 miles to Croton Harmon, the main line is four tracks wide. Metro-North is immersed in a major capital improvement program, replacing old wooden ties with concrete ones. The finishing touches are being made on stretches of Track 4, and so the directional flow has been switched. Tracks 1 and 3, normally used for northbound traffic, are handling the crush of city-bound trains. . This morning our northbound is running reverse main on Track 2, to accommodate the tie project on Track 4, demonstrating the operational flexibility of having four bi-directional tracks.

Crossing the border between New York City and Westchester County, our next stop is at the city of Yonkers. (The Dutch made many important contributions, but beautiful names aren't one of them. I'm reminded of majestic Storm King Mountain, which the Dutch called *Klinkersberg*.) Adjacent to the Yonkers station is the Kawasaki rail car plant, where bilevel coaches for the LIRR and MARC are being assembled. A few cars, partially wrapped in plastic tarps, sit on the ready track awaiting delivery.

Soon, we pass the widest part of the river. The New York State Thruway soars above us, crossing the Hudson on the three-mile-long Tappan Zee Bridge. Just north of Tarrytown is the site of the former General Motors plant, which was one of the biggest automobile assembly facilities in the east. Its closing a few years back put a huge crimp in the local economy. All that's left now are hundreds of piles of rubble, systematically being hauled away by rail.

OPPOSITE TOP: **Amtrak's *Empire State Express* crosses the Spuyten Duyvil drawbridge over the Harlem River en route to Penn Station via the West Side Connector on September 19, 1996.** OPPOSITE BOTTOM: **Conrail's Poughkeepsie local WAPO-10 heads south along the causeway near Cold Spring, behind the usual B23-7 on May 11, 1999.** ABOVE: **With a P32AC-DM on the point, Metro-North train 813 hustles across the causeway on June 15, 1999.**

Incident at Marble Hill

The radio crackles with the news that a trespasser has been hit by train 834 at Marble Hill station. "That's the train we just passed," exclaims Ken Carlson. The man is injured but alive, and the third rail on Track 1 has been de-energized so that emergency per-sonnel can reach him. Trespassing is a nagging problem for all railroads, and it's especially troublesome along the Hudson Line because of the progress that's been made in cleaning up the Hudson.

The river's ecological low point was reached during the late '60s, coinciding with the tenure of the star-crossed Penn Central. While the once mighty railroad barely limped along, this river of stunning natural beauty had become an environmental disaster zone. By the time MN took over from Conrail in 1983, residents had turned their backs on the dying Hudson.

There was little public resistance as grade crossings and other access points to the river were systematically eliminated in favor of safe, high-speed rail. But after a monumental cleanup, spurred on by the Riverkeeper organization, fishermen and boaters have returned in droves. Many cross the tracks without hesitation, stepping over the 660-volt d.c. third rails.

The problem was tragically underscored in August 1997, when the eight-year-old daughter of a sport fisherman was electrocuted near Ardsley. The railroad was not at fault, but this dreadful incident heightened public awareness of the river access dilemma, and steps are now being taken to correct the situation.

Ken Carlson has experienced one fatality in engine service since 1979, during his days at Conrail. Like most engineers, he's had far too many close calls. Carlson relates a recent episode: Rounding a curve at speed, he came upon a group of kids crossing the tracks. One boy carried a bicycle on his shoulder. Surprised by the train, he managed to avoid catastrophe by wisely dropping the bicycle, which was instantly pulverized by the locomotive. That's closer than you ever want to come . . . As so many engineers have told me, the terror of such moments stays with you. Heightening the danger, stretches of the Hudson Line have a 95-m.p.h. maximum speed.

I asked Carlson why he came over to MN from Conrail. He explained that he was tired of all those fitful nights in rundown hotels and YMCAs. Now he sleeps at home every night and, although he has seniority, he chooses to stay on the Metro-North extra list because he can have weekends off.

The Halfway Point

Due to track replacement and platform repair work at Croton-Harmon, all trains must radio MN's Operations Control Center for permission to enter the station. To the left are the railroad's main diesel and m.u. shops. Third rail electrification ends just north of here, at the North Croton storage yard. Because Metro-North and Amtrak trains continuing north now use dual mode locomotives, no change of power is required.

Harmon once marked New York Central's transition point from electric "motors" to steam or diesel locomotives. Here, you might have caught a glimpse of the pride of the fleet — the classic J3a Hudsons, with their distinctive streamlined cowling designed by Henry Dreyfuss. A J3a was usually found at the head of America's most famous train, the *Twentieth Century Limited,* on its 16 hour sprint to Chicago. Similar Hudsons, sheathed in stainless steel, were used on the Budd-built *Empire State Express* to Cleveland.

But while the Hudsons epitomized all the romance and glamor of that era, many old heads agree that the mighty 4-8-4 Niagaras represented the true state of the art where steam was concerned. Alas, none of those 6000

h.p. monsters exist today, and even the sleek, lightning-striped diesels that replaced them are fading into a distant, hazy memory.

Gone, too, is the New York Central's "Great Steel Fleet" — the *Twentieth Century Limited, Pacemaker, Knickerbocker, Commodore Vanderbilt, Southwestern Limited* and the *Wolverine.* Amtrak's only Empire Corridor train between New York and Chicago is the *Lake Shore Limited.* With luck, it will complete its journey in 20 hours, but heavy freight traffic west of Albany tends to make Amtrak 48 and 49 run notoriously late.

Hudson Line Tonnage

Approaching Cortlandt, we encounter three B23-7s, still in Conrail markings, hauling a CSX merchandise freight that's nearly 100 cars long. Apparently, train SELI to Oak Point Yard has missed last night's operating window, and it's being allowed to follow the morning commuter rush into the city. There's one daily train each way between Selkirk Yard, near Albany, and Oak Point Yard in the Bronx. These CSX freights, plus CPR's triweekly runs, usually traverse the Hudson Line in the dead of night, when passenger traffic is at its ebb.

It's been exactly one month to the day since the Conrail split-up, and the change of ownership is not yet outwardly obvious. CSX is still using the same motive power, train symbols, and schedules as Conrail did. Nonetheless, Hudson Line freight service is changing rapidly. "What's true today may not be true tomorrow," observes Mike Brimmer, CSX Vice President for State Relations for the Mid-Atlantic Region.

Anxious to justify its share of the $10.3 billion Conrail purchase price, CSX needs to capitalize on its investment. "We have 35 salesmen beating the bushes right now," Brimmer says enthusiastically. CSX hopes to increase Long Island interchange traffic with the New York & Atlantic, and there's been talk of a twice-weekly unit train of aggregate into Oak Point. Freight trains now use the new Oak Point Link, which diverges from the Hudson Line at CP 7 in the Bronx. The new line eliminates delays caused by intense traffic and the complicated track layout at Mott Haven Junction.

Practically all the rail lines entering New York City were built during the 19th century, and so overhead clearances are problematic for today's excess dimension freight cars. MN's recent tie replacement project raised the track a few critical inches, so crews had to go back to reduce the ballast in some spots to maintain the minimum 17-feet six-inches overhead clearance. "We'd like a little bit more," says Brimmer wistfully. The Hudson Line's many over-passes prevent the passage of full double-stacks, and depressed cars are prohibited in third rail territory, but CSX plans to eventually begin TOFC service into the Harlem River Yard in the Bronx.

Cab Signals

I notice that the cab signal aspect has changed from normal to limited, and ask Carlson if this is because of our meeting the mile-long CSX freight. He tells me that after 45 minutes of reverse running, we're about to cross over to the right-hand track at CP 40, north of Cortlandt station.

The cab signal display is mounted on the windshield center post, and it responds to coded information transmitted through the rails. The display indicates one of four signal aspects: N (Normal), L (Limited), M (Medium) or R (Restricted). A fifth light, marked "VZ", is illuminated when the locomotive is either stopped or moving at less than ten miles an hour.

Any more restrictive change in signal aspect causes the overspeed indicators to flash, accompanied by a beeping alert in the cab. The engineer must then hit an acknowledgment button and begin appropriate braking within seven seconds. Otherwise, a penalty brake application will occur automatically. This safety system is mandatory on all Metro-North passenger lines, with the exception of a few branches. Once cab signals have been installed on the Harlem Line extension to Wassaic, only the Waterbury Branch will not have cab signals.

Metro-North trains are dispatched from the new Donald N. Nelson Operations Control Center on the sixth floor of "D" Hall at Grand Central Terminal. The dispatching center is named after MN's former president, who was instrumental in making it the progressive and efficient commuter agency it is today.

The Highlands

North of Peekskill, the double track right of way crosses Annsville Creek on a curved viaduct skirting Peekskill Bay. Here begins the most ruggedly beautiful part of the trip — the 15-mile stretch known as the Hudson Highlands, where the Hudson's valley intersects the Appalachian ridge. The metamorphic rock of the Highlands is some of the oldest in North America.

Rounding Roa Hook, the tracks follow a narrow ledge between the water and the sheer cliffs of Anthony's Nose, the mountain named after Revolutionary War general Anthony Wayne. Carlson points out a rock slide detector alongside the tracks.

As we pass through several short tunnels, the Bear Mountain Bridge swings into view. Completed in 1924, it

BELOW: **Leaving Breakneck Tunnel at 95 m.p.h., Amtrak's *Mohawk* passes Bannerman's Island on a crisp fall day.** OPPOSITE: **With Storm King Mountain as a backdrop, ConnDOTand Metro-North FL9s urge a northbound through Cold Spring, a popular location for New York Central publicity photos.**

was once the world's longest suspension bridge. The Appalachian Trail, on its trek from Maine to Georgia, dips down to cross the Hudson here. Across the river is the busy CSX River Line (the ex-NYC West Shore), crossing the wide mouth of Popolopen Creek on a low trestle near Fort Montgomery.

From Garrison station, the ramparts of the United States Military Academy at West Point can be seen across the river. During the Revolutionary War, Colonial forces sought to prevent the advance of the British navy to Albany by floating a giant chain across the Hudson between West Point and Constitution Island.

At milepost 55, we breeze through Breakneck Tunnel. Another mile north is Bannerman's Island, site of an abandoned Scottish-style castle built by Francis Bannerman as a residence and private arsenal before World War I. Both landmarks were often used in New York Central publicity photos. Beyond the Highlands, the Hudson broadens and Metro-North's tracks traverse the wide flood plain south of Poughkeepsie.

Slightly less than two hours out of Manhattan, and with twelve intermediate stops behind us, train 809 eases up to the platform at Poughkeepsie — its arrival reflecting Metro-North's better than 96% on-time performance rate. Just beyond Poughkeepsie is CP 75, the division point where the Water Level Route becomes CSX property.

Minutes after our arrival, Amtrak's Montreal-bound *Adirondack* pulls in on the next track. It's impressive to see the two Genesis locomotives side by side, even if just for a moment. Two and a half hours from now, while MN 212 is completing its return trip to Grand Central in push mode, the *Adirondack* will be traveling north on the old Delaware & Hudson between Fort Edward and Whitehall. By 5:30 this evening, as the Amtrak train arrives in Montreal, 212 will be deep into the homeward commuter rush.

A half hour before sunset, a CPR crew will sign on at Saratoga to bring freight 274 down to Oak Point Yard. A little after 11:00 p.m., CSX train SELI will snake out of Selkirk and cross the Alfred H. Smith Memorial Bridge to the Hudson's east bank.

In the early morning hours, while most of Metro-North's 43,000 daily Hudson Line riders are deep in slumber, No.212 will have its moment of rest. But as brightening skies proclaim the arrival of another sultry summer day, the remarkable spectacle of Metro-North's Hudson Line will begin all over again.

The author wishes to thank Scott Ornstein and Joe Riley of Metro-North, and Bob Salerno, for their assistance.

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Snake River Lessons

CENTRAL PACIFIC COAST Rail Excursions, a partnership between the Central Coast Chapter NRHS and Pacific Coast Chapter R&LHS, had sponsored the joint 1999 NRHS/R&LHS convention in Sacramento. The two groups worked well together, and decided to continue the partnership by planning and operating excursions of interest to their members. Lewiston, Idaho, and the *Snake River Adventure* trip (**page 7**) was selected because Amtrak equipment is kept in the northwest for Seattle Seahawks football specials, and is available for charter when the team is on the road.

The trip was planned to depart Portland on Friday, October 6th, with Saturday devoted to an ambitious assortment of activities designed to appeal to fans and non-fans alike. This included jet boat trips out of Lewiston, two runs of the Lewis & Clark dinner train, a bus tour and a pageant depicting life in the Lewis & Clark era. To make the event more attractive, the dinner train trip along the Clearwater River was to operate 42 miles to Orofino, instead of the usual 27 miles to Lenore.

No excursions had been run over the Camas Prairie in many years, and the combination of the trip and the events in Lewiston appeared to be a very marketable package. The strategy called for selecting a date and starting trip marketing efforts as soon as the NFL schedule was published. The target market was to be 60% non-railfans and 40% railfans, with half the non-railfans coming through tour operators.

Flyers were placed in Amtrak stations from Los Angeles to Bellingham, and in selected hobby shops. Notices were placed in the hobby magazines, and the trip was described on various Internet sites, including the Rare Mileage network. The CPCRE web site, *www.goldenstaterails.com* had a complete trip description along with ticket ordering information. The target was at least 500 passengers.

Letters were sent to Amtrak West in February and March to confirm an earlier verbal request. The football schedule was released in early April, and Amtrak West was contacted immediately. We were told that it would be difficult to get permission from Union Pacific, but they would be contacted by Amtrak in a "few days". CPCRE contacted Union Pacific and Camas Prairie on its own, and received permission to operate the trip over their rails. A price could not be obtained from Amtrak until early July. It took direct appeals to Chief Operating Officer Richard Phelps and Amtrak West President Gil Mallery to make this happen, and the price was considerably higher than the figure given verbally when planning was started.

By this time, all potential tour operators said that there was not enough time to market the trip. Initial sales were good, but it was soon apparent that sales were not going to reach break-even. About $2,600.00 in ads were placed in Portland and Seattle newspapers and cancellation of the trip was seriously considered, but co-chairmen Jeff Ferrier of Central Coast and Art Lloyd of Pacific Coast, made the decision to go ahead, since cancellation would damage CPCRE's credibility, perhaps beyond repair. As the ticket sales picture developed, it was obvious that a large train consist was not needed. The group requested a reduction in consist to three coaches, a snack car and a full length dome. This was approved, along with a greatly needed reduction in price. The short train allowed Amtrak to cut the motive power to one unit, adding to the savings.

The *Snake River Adventure* may have been historic for another reason; Camas Prairie Railnet, operating 243 miles of line in Washington and Idaho, faces significant cutbacks. The dams along the Snake River have diverted most grain and timber traffic to barges, and recently several mills have closed on the Headquarters line and the line to Jaype. Much raw log traffic has been diverted to trucks. With the abandonment of the Grangeville line, Camas Prairie has little or no traffic east of Lewiston, except for the dinner train to Lenore. Dinner train management has been asked to change their operation to run west of Lewiston by the end of the year.

During the Grangeville line abandonment hearings, no government entities expressed interest in purchasing the branch. The lack of interest in turning the railroad into the centerpiece of a tourist industry is a real concern, since employment at the Potlatch mill in Lewiston is decreasing steadily, putting the area on life support.If Lewiston/Clarkston is to be developed as a tourist destination with the railroad as part of the plan, it will have to be done with private investment. Two river boat companies operate passenger carrying paddle wheelers from Portland to Lewiston. Add the jet boat operations and the Clearwater River Company activities, and you have the basis for creating a real tourist destination. Throw in the impressive scenery, and the picture is nearly complete.

In 2003, Lewiston and Clarkston will celebrate the 200th anniversary of Lewis and Clark's arrival. Promoters hope to make it a major event, with participation by the railroads. They wanted CPCRE to make the *Snake River Adventure* an annual trip, but the group suffered a significant financial loss on the project, and will not take that risk again. The loss was due to the short marketing time and the inability to attract enough passengers from tour operators. There are hopes of getting SP 4449 or SP&S 700 to bring a train to Lewiston next year, without going through Amtrak. Operation over three railroads is involved, and at least 400 passengers and nine to ten months of marketing time would be needed. Let's hope that the *Snake River Adventure* planted a seed, despite its financial failure. — *HAL LEWIS*

A New Face

Walt Lankenau is kind of a "new-old" face around the RAILFAN & RAILROAD office. In 1984, he came up to see Hal about an opening

the art & production, which he thought would be a good way to learn the publishing business. When Hal heard the princely salary Walt was after (that), he tossed a copy of CREATIVE CRAFTS & MINIATURES across the desk and asked if Walt could "handle (editing) that." Although dollhouses and decoupage were not his bag, Walt quickly realized that such an opportunity might not arise again, and accepted Hal's offer.

At the time, RAILFAN and CC&M were published on alternate months. Editor Jim Boyd was convinced that moving Walt to RAILFAN was in the cards, but after a year and a half, Hal and Walt decided that the dollhouse thing wasn't working out and parted company. Shortly after that, CC&M was sold, and RAILFAN went monthly.

By then, Walt was happily toiling as a staff photographer at a weekly newspaper in central New Jersey, but still living near the Carstens offices. Boyd put him in touch with John Krause, who needed a book editor. Their first project together was *Remember the Rock*, a softcover collection of Rock Island photographs by Philip R. Hastings. Walt later designed and edited *Rio Grande Southern Album* for Krause, and *Katy Diesels to the Gulf* for Steve Esposito at Andover Junction. *RGS* was a full-color collection of Phil Ronfor's vintage Kodachromes, while *Katy* featured the black and white work of J. Parker Lamb, presented in a large format.

About the time *Remember the Rock* was published, Boyd was looking for a cartographer. Walt had done a few simple maps for the book, and living right down the road, he started inking Jim's maps for RAILFAN. All the while, Walt continued to practice photojournalism. After a successful ten-year career at the Hunterdon County Democrat, Walt left to pursue graphics full time.

Boyd, in his usual delicate manner, one day informed Walt that if he didn't learn to produce RAILFAN's maps digitally, he would find someone else who could. So Walt took the hint and a couple of courses at the local community college, emptied his meager bank account, and bought himself a Mac. He's been able to create maps and technical art on the computer that would have been very difficult to accomplish conventionally. He really enjoyed letting his Rapidograph pens dry out for the last time.

Which brings us to mid-September 2000, when Walt called me to discuss maps for the December issue. "Wanna be associate editor of RAILFAN?" I asked. Well, sure! After 15 years, Boyd's prophecy finally came true. Better late than never.

The 1000-mile detour

I spent most of the early part of September exploring the prairies of Saskatchewan, getting a look at the local

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wooden grain elevators before they all vanished. My father Ernie and brother Bruce also flew to Canada for most of the time I was out there. The planning for the trip (scheduled almost a year in advance) took a sudden twist, though, when the Camas Prairie announced the potential abandonment of the Grangeville Branch in Idaho. I'd be in Saskatchewan just weeks before the impending abandonment, so would it be possible . . .?

A quick look at the atlas told me that it was only 500 miles (or so) from Swift Current to Lewiston, Idaho, so a 1000-mile detour was quickly added to my Canadian itinerary. Ex-R&R associate editor Bruce Kelly agreed to join us for a couple of days, so off we went. The ensuing detour took us from Medicine Hat to Marias Pass in Montana for a day of shooting. We met up with Kelly on September 12th, where we had a magnificent chase of the Camas Prairie's Grangeville Branch (I didn't know *any* line had that many wooden trestles) followed by a day shooting Montana Rail Link semaphores. Thanks to Mr. Kelly for a fantastic two days — neither day would have been as productive without his expertise.

After a couple of days on the CPR in the Rockies (including a day chasing the F-unit CPR luxury train) a long drive from Banff to Swift Current got us back in elevator land. Was it worth it? Well, while we were shooting MRL semaphores, the Surface Transportation Board was approving the abandonment of the Grangeville Line. I'm sure glad I did it.

Steve

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Photo by Steve Barry

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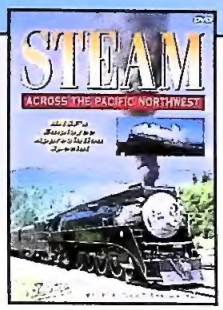

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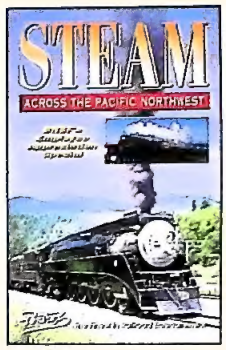

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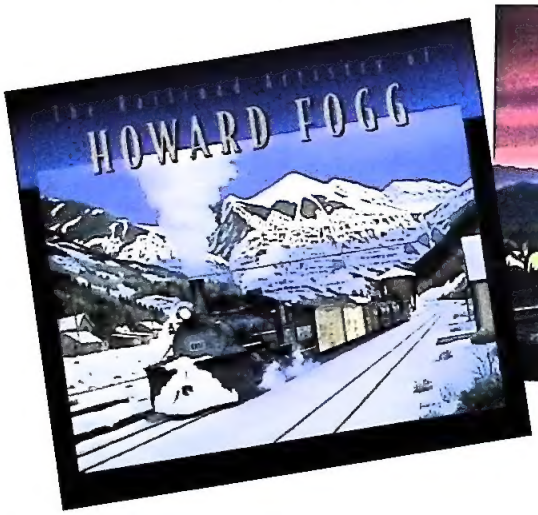

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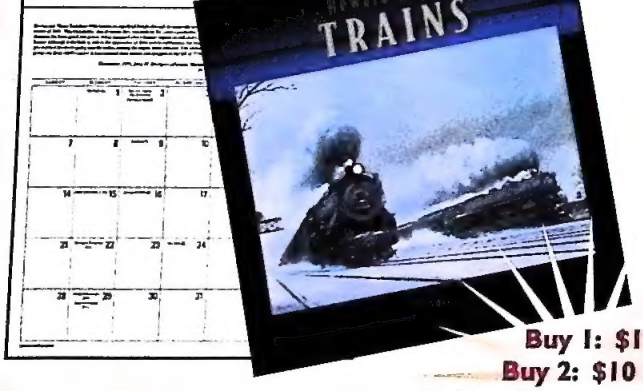

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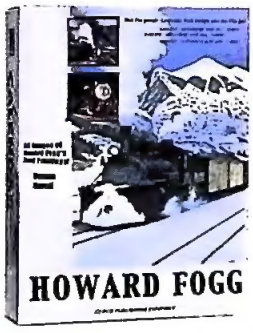

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